



Australian Model Railway Association

# JOURNAL

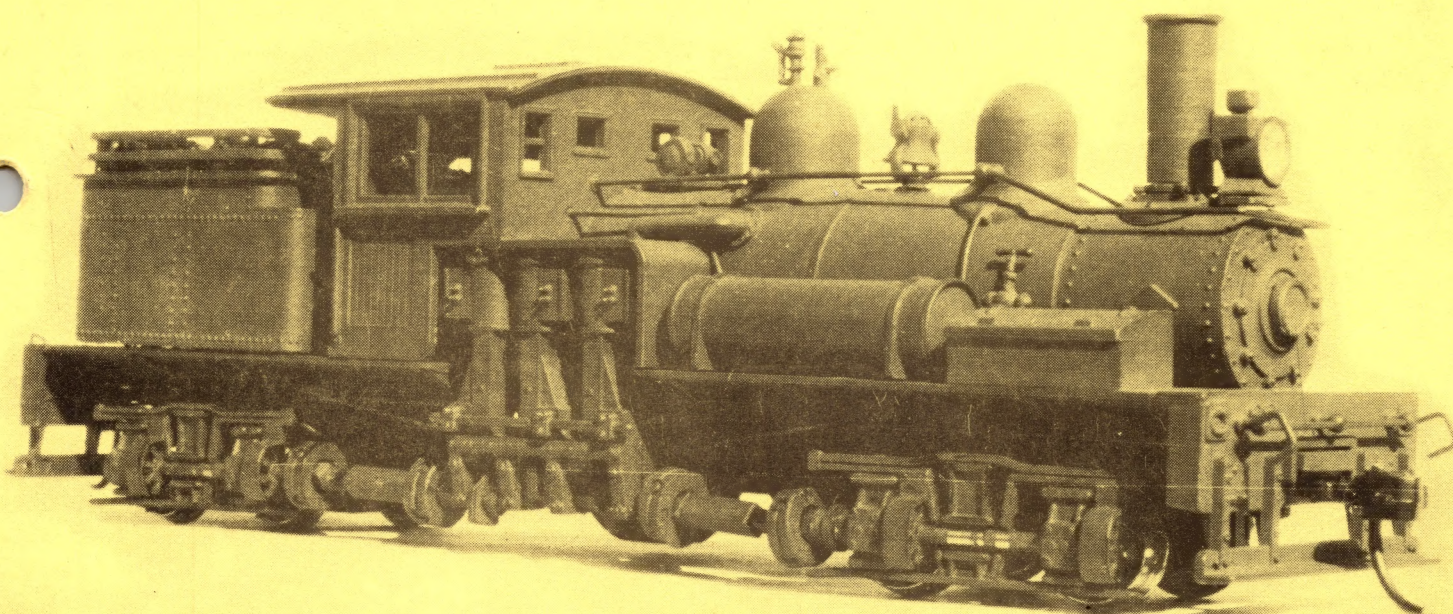
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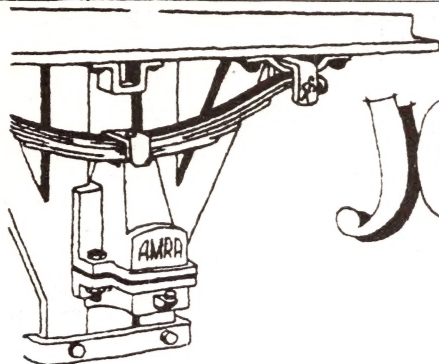
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MODEL RAILWAY EQUIPMENT FOR ALL AGES







# Editorial JOURNAL BOX

## CONTENTS

Happy New Year. I trust that you are all now a little more refreshed after the long break - or did you not get a break?

I have managed to get a few more models completed, and a few more started. The variety of models of Australian prototype seems to be growing and growing. Compared with a few years ago, today's range of models, now available in HO scale, are so numerous that to try and even get one of each means a considerable outlay of both time and money.

But what of the other scales and gauges? It seems that there are still a lot of modellers scratchbuilding and kit bashing, and I guess that is what our hobby is mostly about. Although the variety of RTR models is very large, if you are modelling a particular era or a particular line, then you are virtually forced to kit bash some or all of your rolling stock and structures.

This is one reason why publications such as ours rely so much on the members to pass on their experiences to others. Even though not many others may be modelling their particular scene, the methods and materials used can always be adopted or adapted. The old saying that 'there is nothing new under the sun' may be true, but you need to know about it to be able to use the ideas.

As I have mentioned before, one of the difficulties in disseminating information is the 'leave it to Jack' syndrome, and another is shyness - 'I couldn't write about that' or 'who would be interested in my poor efforts'. I believe that everyone can contribute in some way - however small.

Rex Little

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## ON THE COVER

The sole entrant in the Federal Modelling Competition for the Federal Cup (for loco conversion) was this fine model by Tony Walsham. The two truck class A 45 ton shay is a modified Roundhouse kit.

Photo by Roger Lloyd

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# — THE FEDERAL SCENE —

## THE SECRETARY'S DESK

Some of you may have missed out on Journal 163; this has more than likely been due to not sending your Renewal back by 31 October. The renewal account should have been received in the first week of August, and there was a reminder in the next Journal and in State newsletters. Concessional mail is not received by Australia Post after 7 December 1984, and Journal had to be ready for posting before that date. It has been mentioned before, that one of the conditions of concessional postage is that presorting be done, tied in bundles with a tag stating number and sorting area of destination, so it is not just a case of bundling them together and taking them down to the Post Office. A little thought and consideration would prevent that unnecessary scramble to fit in late payers. It may be mentioned that it will cost 80¢ in postage for any one to get a copy of Journal 163 if required.

In view of statements that a change in location of the Federal COM was about due, why has there been a Ballot? Well, it so happened that for the first time in many years, the existing committee did not have to nominate one another to form a new committee, but were proposed and seconded by quite a number of other members, accompanied by their reasons. Hence you had the choice of voting for either Group A or B's President and FIVE committeemen.

Explanations for the delay in placing the introductory Members' Files into Journal have been given from time to time, and now it has happened; it will be interesting to see how much co-operation will be received, particularly in those sections that members can participate in.

On a brighter note, it is with pleasure that we were able to accept the nominations of Norm Chapple of WA, Mrs Val Hogan of NSW, Roger Lloyd of Victoria and Bob Mawson of Queensland for a Meritorious Award. These are the type of people who get down to doing things without fuss or seeking limelight, and are the strength of the Association. Table thumpers and screamers tend to have an adverse affect on members, hence so-called censorship.

Norm Read

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## RESULT OF AMRA BALLOT

Dear Members

I have much pleasure in declaring the AMRA Ballot of the Committee for the ensuing term:

Group B	President	Keith Wilcox
	Committee	Ken Edwards
		Phil Kelly
		Norm Read
		Brian Tyson
		Bob Wardrop

Voting was as follows:

Group B	144	
Group A	29	
Informal	12	Group A cast for President plus 6 committee
	6	Cross vote between Group A and B

Change to Consitution Clause 6C	156 yes
	17 no

### Comments

It had been clearly stated on the Ballot paper that "Candidates have been grouped under headings A or B, members are required to vote for a President and five committeemen from the

group of their choice", and this direction complied with the Constitution in the numbers to be elected. I had to declare invalid those votes which were cast for a differing number of committee. It also requested the vote for the group of your choice, therefore the six votes cast for both Group A and B candidates I also declared invalid.

From a membership of approximately 1000, it is disappointing to have a 20% return of voting papers. It is also disappointing to see a determined bid by Group A record so many informal votes simply because they had not decided at Branch level who the Committee representation should be.

Group A, on account of this splitting of votes, had the following individual votes cast:

President	Paul Kehoe	28
Committee	Arno DeSmalen	11
	Ron Fryer	29
	Graham Horton	27
	Simon Mead	27
	Richard Smart	29
	John Watts	24

My thanks to the members for appointing me as the Returning Officer, and to Mr Bob Mawson, ex Secretary of Queensland Branch, who acted as my scrutineer, and, as a stamp collector, many thanks for the 32 different stamps from the 200 votes.

In declaring the Group B members duly elected for the ensuing term, might I say, on behalf of the members, thank you for a job well done and good wishes for a successful term of office with the full support from all AMRA members.

Yours faithfully

L W Woods

Returning Officer

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## FROM THE MANAGING EDITOR

Following the resignation of Tim Dunlop as Managing Editor due to pressure of work, I have been asked by the incoming Federal Committee to take on the position. Firstly, I would like to thank Tim for his contribution since the passing of Gordon Duncan, and I hope he will still be able to assist with the printing of Journal. I do not wish to be Managing Editor for more than two years, and at the end of that time, we may see an orderly transition of Journal to another Branch. Also at the end of two years, Victorian Branch should have recovered a reasonable proportion of the capital outlay for the printing equipment, and if then it becomes the wishes of the membership to have Journal again printed commercially, then the Victorian Branch would be able to retain the equipment for bulky supplements such as Membership Lists and Constitutions.

So much for the future, now for the present. In Pop Valve, there is an edited version of a long letter from Paul Kehoe. I have replied on matters relating to Journal, but unfortunately Paul did not send his letter to Federal so a reply on general Federal matters will have to wait until next issue. However, short letters on the matters raised by Paul would be welcome, but please keep to the issues, not the personalities (please forgive me if I sound like a newspaper berating the politicians!).

It will continue to be our aim to have Journal printed during the second week of the odd month, with collating and distribution late in the third



week. I know this issue will be late, but holiday breaks have unfortunately held things up for which I apologise.

The editorial cut-off will remain as the 15th of the even month for general articles and State news, with short letters to the Editor up to one week later (the 22nd). Any articles with photographs should be sent to me, while all letters and articles without photographs should be sent direct to the Editor, Rex Little.

One Branch has enquired about typing up their State News ready for print. This would enable a later cut-off, say the last day of the even month. We would prefer to keep to the current

two-column justified layout. Most modern electronic typewriters can do justified typing. However, the main requirement is that a one strike carbon ribbon must be used. Copy should be typed 12 characters per inch in columns 107 mm wide (51 characters). The copy can then be sent to Rex for photo reduction ready for paste-up. Of course, should a Branch consider the investment, the typewriter could also be used for their own newsletter and general work.

May I wish all our members a happy modelling 1985!

Roger Lloyd

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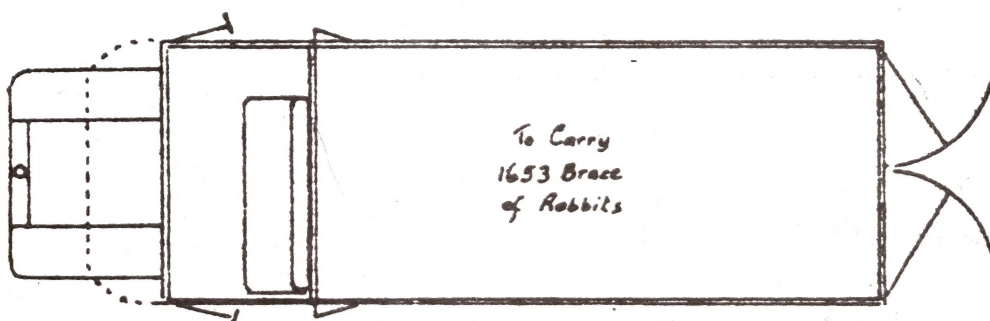
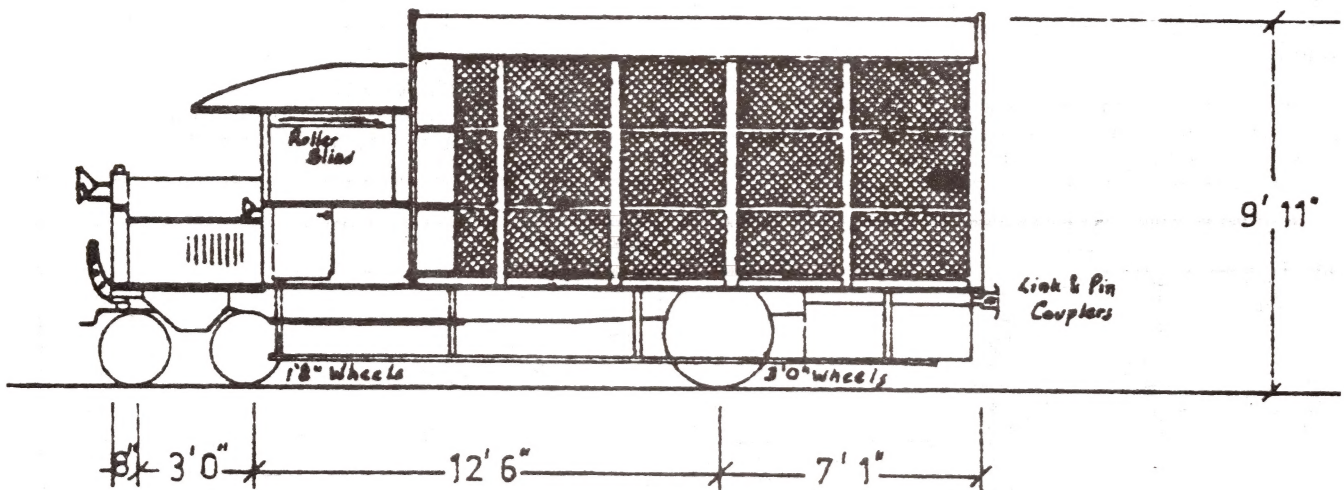
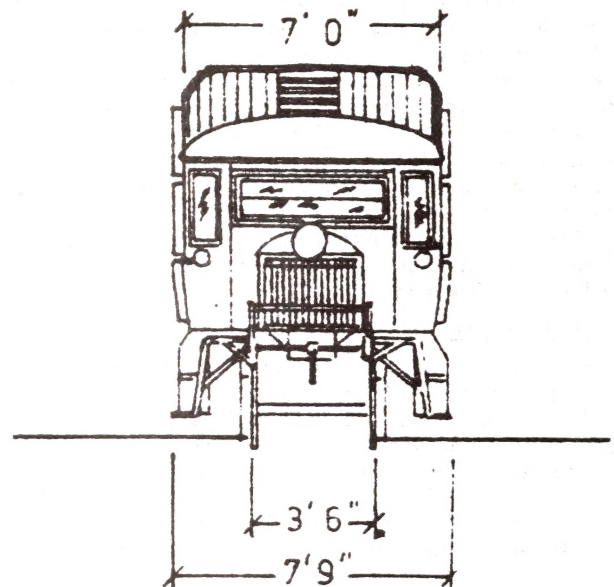
## CLASSIC QR RAIL MOTORS

by S Malone

In this issue we take a look at a 'one off' type with an unusual use. In years gone by when rabbits were a problem, the Queensland Railways modified No 38 for use as a dead? rabbit transport vehicle to transport the cargo quickly from who knows to wherever for what ever. As mentioned on the drawing, it was designed to carry 1653 brace or 3306 rabbits - definitely not first class travel.

If this rail motor is to be modelled, it would be slightly easier than some types due to the larger area to fit the mech. The wire mesh sides would also assist in keeping the motor cool.

Our thanks to K McDonald who drew the plan - borrowed from A Robinson's collection.



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# A Transistor Throttle YOU can build

By Mac Maguiness

Reprinted from New Zealand Model Railway Journal  
No 221 : February 1984

Let me start by saying that all I know about electronics is what I have learned from English and US magazines - chiefly Linn Westcott in the Model Railroader.

This controller is the end result of several I have built based on their circuits in search of smooth starts and stops - it has delay and a primitive brake - but is definitely fun to use. Most were not sufficiently flexible to cope with my very mixed stud of commercial locos - Hornby, Triang, Mantua, Tyco, Athearn, Hobbytoun and Japanese. Momentum and brake effects, while may be suitable for large layouts, are useless on a small line around the walls of a garage.

With this one the voltage and pulse can be adjusted to give superb control of the best and the worst locos, and to limit the top speed for visiting grandchildren.

The circuit is a modification of the high capacity throttle in Peter J Thorne's book 'Practical Electronic Projects for Model Railroaders'; published by Kalmbach Books: my copy from North Shore Hobbies Takapuna.

## The Circuit - Fig 1

The values of the components used for Pukenui are those given by Peter Thorne; it turned out so well that a second one was made for, and fitted into, the main panel at Mokau, but for some reason, and I suspect the transistors used, thermal runaway occurred. This is indicated when the loco takes off on its own when the speed control is off. After a lot of substitution testing, the values given in the table cured the trouble and it seems to me now that one can use anything available, including transistors; with the tag board method of construction it is an easy matter to experiment.

The transistors used were all NPN, but if PNP are available, simply reverse the polarity of the supply and any diodes and electrolytic condensers. Getting correct transistors can be quite a hassle, but as a general guide they

should all be rated at 40 volts or better, Q1 at least 5 amps, Q2 medium power 1 amp to 300 mA and Q3 low power up to 200 mA. In the interest of cheapness, all the components I used were recovered from old TV sets, radios and appliances, except Q1.

Unless you are SURE of the power supply polarity, insert a 2 amp diode in the power lead; if you have no other controller, omit D6 whose function is to bypass any accidental reverse current which could damage the transistors. Diodes are usually marked with a band at one end, denoted by a bar on the triangle in the circuit diagram, and should be installed with this bar away from the positive plus supply. Electrolytic condensers are usually plainly marked with a minus and a groove around the positive end.

Resistors are all 0.5 watt carbon and are colour coded, which code can be obtained from almost any book on electronics of your local radio man. The potentiometers are linear carbon -2.5 K are available only in very expensive wire wound so use the next largest value -5 K.

I have a sneaking suspicion that log pots would be better for voltage and pulse control. switches can be either toggle or slide.

## The Power Supply - Fig 2

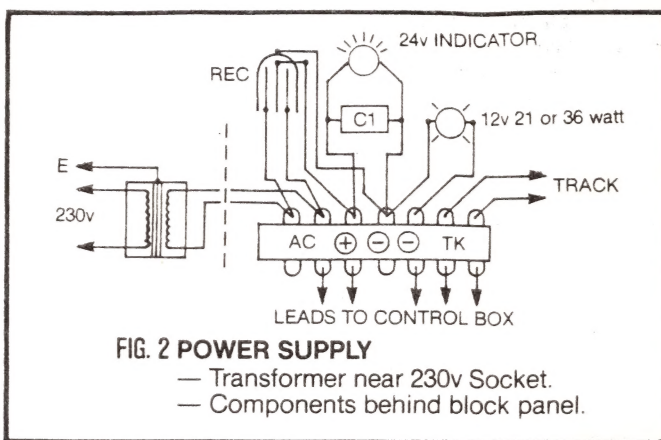
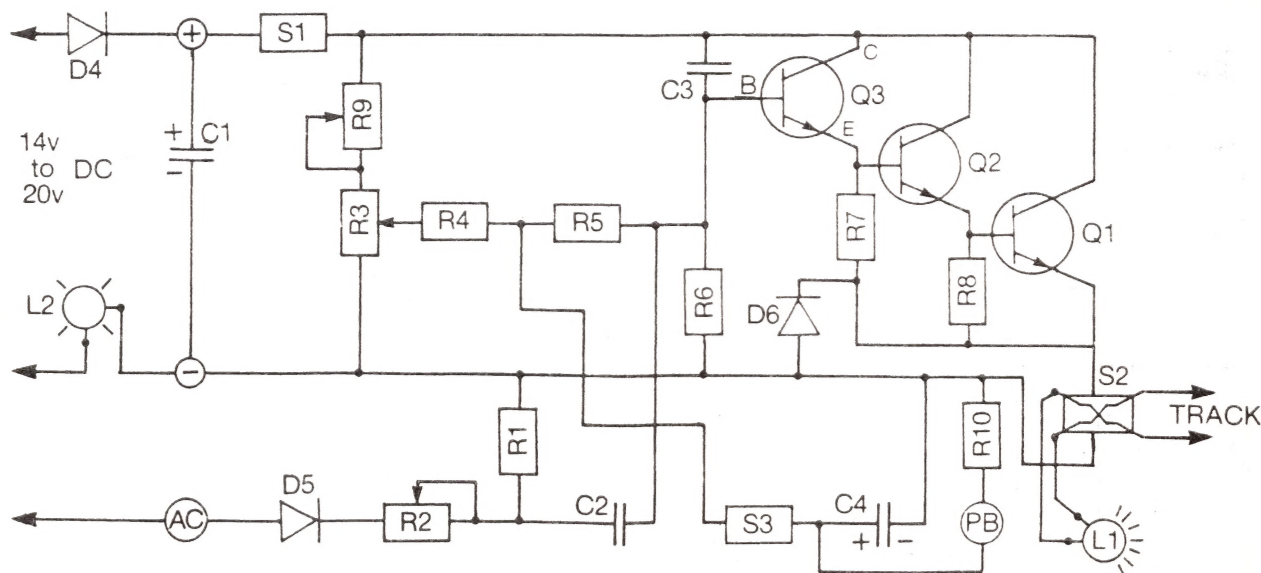


FIG. 1 ADJUSTABLE CONTROLLER





14-20 volts. You can use your existing power pack with the speed control full on and one lead from the AC terminals, but do fit a diode in the plus lead, or you can do as I did, strip a Triang controller and mount the transformer near the 230 V supply (I don't like 230 V anywhere near the layout) and mount the rectifier near the main control panel; a.c. and d.c. leads are taken to a tag strip in back of the main panel.

The PG headlamp bulb 1 Filament which lights up in the event of a short circuit, limiting the current to 2 amps, is mounted in a prominent position, and the 2000 mfd capacitor (which is a whopper ex a radio set) behind the panel.

#### The Box

This is roughly the same shape and size as the Triang controller; the base, from  $\frac{1}{4}$ " particle board, is 60 x 135 mm, the sides from 3 mm hard-board, and the panel from 1 mm aluminium which is mounted with the sides projecting about 2 mm above the panel, 5 mm behind the rear side and 2 mm beyond the front side.

Glue a  $\frac{1}{4}$ " square strip 3 mm down from the top of the sides, flush with the back and front. Cut the aluminium to fit between the sides, bend the back down at right angle 8 mm deep, gently bend at the 47 mm mark to fit the slope, and then bend the front angle to make a good tight fit - drill and countersink the angles to take  $\frac{1}{4}$ " x four screws.

Carefully mark out and drill clearance holes for the three pots, three switches, brake push button and the indicator light: not really necessary, but it does show roughly the voltage on the track. Label, on the back, what they are for, e.g. R2 Pulse.

Cut a piece of 1 mm aluminium, to act as a heat sink, to fit the back, but NOT touch the top panel, mark out and drill to suit the 2N3055 power transistor with generous clearance (around the E and B pins (make a paper pattern first) as near the top as you can, and the control cable access hole. Clamp in place and drill the back of the box. Paint the box and after it is dry, mount the transistor with a solder lug under one bolt inside. The 2N3055 does not need to be insulated from the plate.

Glue four rubber feet to the four corners of the base.

#### The Wiring - Fig 4

On a scrap piece of Bison board, mark out the shape of the inner base of the box and mount with small screws the three sections of tag board keeping them fairly well forward and about 15 mm from the left edge. Number the tags as indicated on the board or on the tag strip.

##### Step 1

With solid core wire join tags as shown using colour code if you have it - red, plus; green, minus; blue, AC; other white.

##### Step 2

Solder the components in place - note that the big C2 and C4s lay on the board to the right and the C4 requires an extra tag. I found it easier with Q2 and Q3 to fill the tag securing hole with solder, hold the respective lead with pliers, and pop into place in the molten solder. If a transistor lead is too short, solder a short piece of wire to it and hold this with the pliers while soldering to the tag.

##### Step 3

Solder flexible wires about 250 mm long as shown in the table, once again colour coding. Remove the complete assembly from the temporary base and screw in place in the bottom of the box. With solid wire, connect Q1 base to 26, emitter

to 16; and collector to SW.

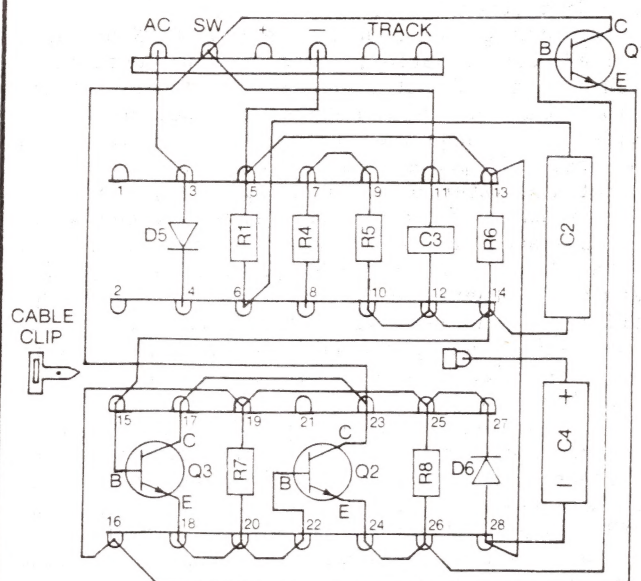
##### Step 4

Mount all components on the control panel, lay it on a rest alongside the left of the box, and commence wiring up by bringing all the leads from the tag board through a cable clip on the left side of the base, down to the bottom and over to the relevant controls - bunch and secure with tape behind the panel.

Attach the five-core lead to the tag strip below Q1 and hook up the other end to the power supply and track on the main panel after checking that polarity is correct.

FIG. 4A

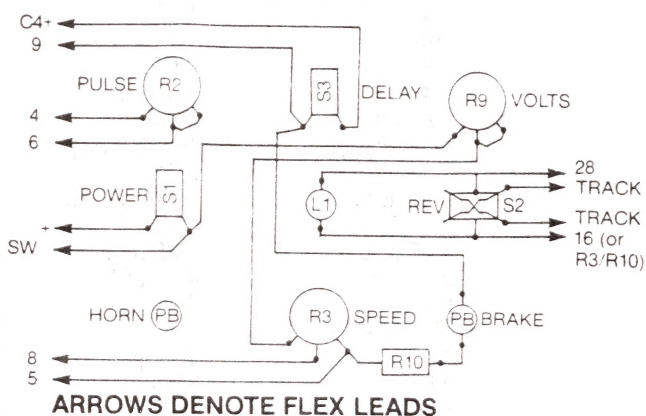
— Layout of components on tag strips and wiring on control box base.



#### Solder flex leads to:—

SW goes to S1 — Power	9 to S3 — Delay
+ goes to S1 — Power	C4+ S3 — Delay
4 goes to R2 — Pulse	16 to S2 — Reverse
6 goes to R2 — C/Contact	Track S2 — Reverse
8 goes to R3 — Speed C/C	Track S2 — Reverse
5 goes to R3 — Speed C/C	28 S2 — Reverse

FIG. 4B PANEL — BACK VIEW



##### Step 5

Preferably using a voltmeter, after switching on, set volts at track terminals (no load) to maximum and the pulse to 1 volt with the speed control off, put a loco on the track and try it. If the direction of movement is wrong, reverse the track leads (or the direction switch on the resident controller) and if the movement of any of the potentiometers is wrong, reverse the outer leads to the pot. You will find that the volts can be controlled between 6 and 16 under load



and that, by using the pulse control, any loco can be made to just creep with a fraction of speed control on. The brake, with C4 250 mfd and R10 3.3 K will stop the engine in about 100 mm or 200 mm with 470 mfd.

#### Notes on Transistors - Figs 5, 7, 8

One of the problems is in locating suitable transistors and in identifying the b, c and e leads, especially those recovered from old TVs. Those specified in English and American magazines are frequently unknown to local dealers, but here is a list of those I have used, additional to those specified in the components table:

Q1 Power - TiP3055; 2SC1030; OC72

Q2 Medium Power - BC337; BC183; 2N3053; OC139; BC107; 2N3704; 2N3705; AC127

Q3 Low Power - BC108; BC183; BC147b; or any of the medium power

If nothing is known of the type (NPN or PNP), and lead configuration, they can be determined by using the ohmmeter range of a multimeter. Remember that on most meters, the Red plus lead provides the negative minus connection. The diode test will prove which colour lead to use.

Set the meter on a low range - say 1 K - and find the pair of transistor leads between which the resistance is NOT low; the remaining lead is the Base. From diode principles (Fig 7), determine whether the base is P type or N type material, not forgetting that the RED meter lead is, in fact, usually the negative supply. Having found this, Fig 8 shows what the meter sees for PNP and NPN types.

To distinguish collector (C-) from emitter (E), put the meter on high range and test the resistance across the C and E leads and repeat with reversed polarity - both will be high, but on NPN type (as determined by Base test), the meter will read lower when the RED meter lead is on the collector and for PNP will read lower when Black is on the collector.

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#### Components

Part	Pukenui	Mokau	Use
R1	470 ohm	470 ohm	Ac bleed
R2	2.5K linear	5K linear	Adjust pulse
R3	5K linear pot	10K linear	Adjust speed
R4	22K	10K	Delay feed
R5	10K	1K	Buffer
R6	330K	330K	Limit AC
R7	470 ohm	330 ohm	Anti-runaway
R8	56 ohm	10 ohm	Anti-runaway
R9	5K linear pot	10K linear pot	Adjust voltage
R10	3.3K	3.3K	Brake
C1	2000 mfd E1	1000 mfd E1	Smoothing
C2	1 mfd	1 mfd	DC block
C3	.005 mfd	.005 mfd	Radio block
C4	250 mfd	470 mfd	Delay
D4	5 amp	2 amp	Polarity feed
D5	any small diode		1/2 wave AC
D6	1 amp	2 amp	Bypass stray current
S1	SPST	SPST	Power 0/0
S2	DPDT	DPDT	Reversing
S3	SPST	SPST	Delay 0/0
PB	Push on - spring off		Brake
L1	24v MES	Voltmeter	Output indicator
L2	12v 36 watt	12v 21 watt	Current limiter
Q1	2N3055 NPN	2N3055	Power
Q2	AC127 NPN	2N3053	2nd amplifier
Q3	BC1831 NPN	2N2444	1st amplifier

All resistors .5 watt except R8 1 watt

All potentiometers linear carbon - 2.5K are available only in wire wound at high price so use 5K carbon

FIG. 5  
TR'S - BASE VIEW

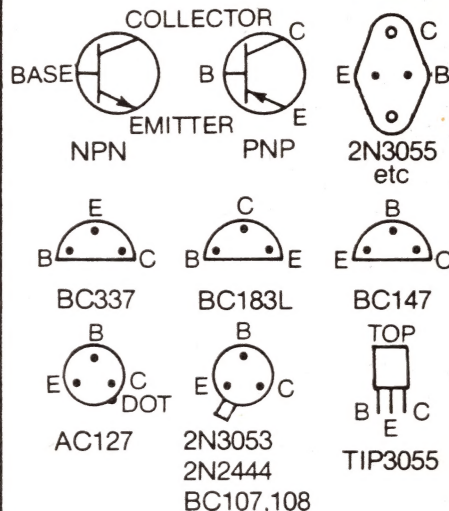


FIG. 7  
METER READINGS  
FOR DIODES

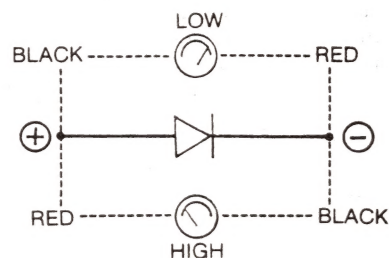
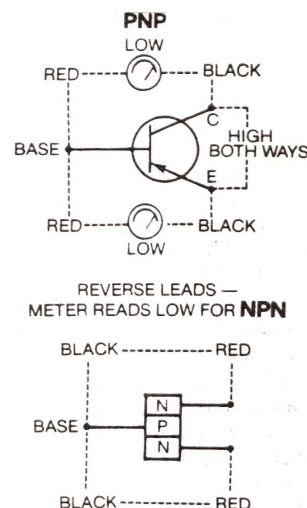


FIG. 8  
METER SEES BASE  
TERMINALS





# MODELLING IN Sn3½

## Sn3½ IN WESTERN AUSTRALIA *By Graham Watson*

A recent trip to the Eastern States not only allowed me to see the excellent work being done by Steve Malone, Glen Wright and the boys in Brisbane, but also to purchase a few items in hobby shops in the capital cities, which are suitable for Sn3½, which I have not seen in the Perth hobby shops.

### 1 Vacuum Pipes

These are manufactured by the British firm ABS Models and purchased from Mansfield Hobbies in NSW. These whitemetal vacuum brake pipes came in a pack of 12, and, although there was a certain amount of flash on them, they clean up quickly and easily, and they contain more detail than could be added to scratchbuilt ones.

### 2 Water Taps

By F and G Models. There are four whitemetal taps in each packet. Each tap includes the upright water pipe and the supporting post as well as the tap. They must represent quite large taps in HO scale, so they will probably be used as fire hydrant taps on my layout.

### 3 Tree Stumps

By F and G Models. The packet contains 10 tree stumps, cast in polyester resin. They look quite realistic and should fit into an S scale layout quite easily. No doubt many other items in the F and G range would be suitable in

S scale and they seem to be available in most hobby shops.

### 4 Wagon Corner Plates

By Kenline, purchased from Station Hobbies in NSW. There are 12 pieces of these 35 mm long brass angle, the length of each angle scaling out to 8 feet in S scale. The fact that there are rivets embossed upon them makes them suitable for corner plates for open wagons.

### 5 Pillar (letter) Boxes

By Langley Miniature Models. There are three different styles of OO scale letter boxes in this packet, all large enough to be suitable on S scale layouts. These were purchased from Station Hobbies in NSW.

### 6 Crossheads

By Cav'ndish. Purchased from Hobbycraft in Victoria. These 'Butterfly' crossheads in OO scale would appear suitable for quite a few S scale locos.

### 7 Wagon Chassis

This OO scale MR 11' wheelbase wagon chassis by Slaters was purchased from Bergs Hobbies in NSW. The wheelbase scales out to approximately 9'3" in S scale, making it suitable, with a slight compromise, to many WAGR wagons. An added advantage is the large axle boxes will enhance its appearance under an S scale wagon.

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## QUEENSLAND PROTOTYPE RAILWAY MODELLING

by Chris Malone

### PART TWO : QR PROTOTYPE TRAIN MAKE-UPS

In this issue I will concentrate on other suburban shunt trains.

Back in the early 70s the Brisbane Southside goods trains were commonly hauled by a 1620 class locomotive - in particular 1645. Here is some idea what the train usually could consist of - DEL 1645, 3 x FJS, 2 x VTS, QLX, ALJ, BLC, van.

These days the southside trains include consists like - DEL 2484, QLX, WHA, QFC, TGV (van).

The southside shunt looks like - DEL 1458, QLX, ALY-T, 3 x FJS, MS, 5 x VJM, van. The VJMs go to the princess Alexandria Hospital (shunted off Dutton Park) to fire-boilers.

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One of the more interesting aspects of QR trains is those that run on branch lines.

Below are some of these consists and their reasons for existing:

#### Yarram Branch

This is one of the QR's longer branches (160 km). Recently, due to a petrol distribution diversion, no more petrol goes via Yarraman, shortening trains considerably. This branch, as with many others, is the domain of the 1720 class locomotive.

Consists: 1720, FGW, 3 x ALY, CJFF, 4 x FJS, H, 3 x S, 7 x OB, van OR 1720, 2 x CLF, ALY, 2 x FJS, QLX, S, van

#### Bell Branch

A small branch out from Dalby, almost on the verge of closure.

Consist: 1720, FGW, Camp Wagon, ALY, van

#### Gayndah Branch

Diverges from NCL near Maryborough. Reconnects at Gladstone, forming a loop.

Consist: 1720, FGW, FJS, H, 4 x KA, 2 x ALY, 2 x S, CJ, 3 x FJS, K, van

#### Beaudesert Branch

Branch line south of Brisbane; main commodity - cattle. also light industry.

Consists: 1720, FGW, FJS x 2, VTS, BLC, CMIS, 3 x ALY, ALJ, F, H, 2 x HJS, van 2 x 1720, 8 KA, 5 K, KA, 3 KSA, 4 KL, 2 IC, van

#### Finch Hatton Branch

A very scenic branch out from Mackay. Serves cane fields in the way of two trains a week and bulk sugar and molasses trains during sugar season.

Consist: 1620, FJS, ALY, H, 2 x HJS, FJS, Camp Wagon, ALY-T, TGVS (van), HM (molasses tank)

Here is a brief run down on what all the above wagon classes are:

FJS, F - 4 wheel open; QLX, BLC(T) - bogie louvered box cars; ALY, ALJ - 4 wheel louvered box cars; KA, KL, KSA - bogie cattle; IC - 4 wheel cattle; VTS - 4 wheel ballast; FGW - 4 wheel water gin; CJ, CJFF, CLF - bogie wood box cars; VJM - 4 wheel hopper, CMIS - bogie refrigerator wagon; S, MS - flat wagons; OB - petrol bombs (tankers); H, HJS - bogie open wagons; QFC - container flat; WHA - wheat gondola.

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## NSW ROLLING STOCK FROM PROPRIETARY MODELS

### A NSWGR 'B' WAGON CONVERSION

by David Brown

#### Introduction

Having just purchased around \$20 worth of AMRM back issues, I came across an article on the NSW wartime 'B' wagon; it occurred to me that a UK six-plank wagon would be a good basis for conversion. I used a Mainline six-plank wagon.

#### Bashing the Wagon

Firstly, obtain, beg, borrow or steal AMRM June 1982 Issue 114. Open to pages 18 and 19, and compare your Pommy wagon with the goodies therein (if you want to scratch build one, read on as the method is described. If you are lazy like me, keep on reading this article).

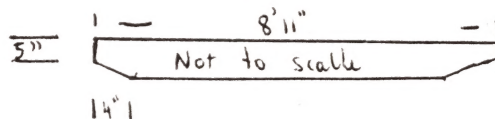
Now, take a small screwdriver and separate the body from the chassis, placing the chassis in spares box, dust bin or whatever. Put the body to one side while we make it an underframe. The underframe is the most important job, and should be built with extreme care to make sure everything is square and wobble-free.

Obtain some styrene strip, scale size 9" x 4", and cut two 17'4" pieces to make your sole bars. Mark one of them 3'8" from each end to determine the centre of your axle boxes. What you should come up with is a 10' wheelbase. Retrieve your body, and, after scraping and filing all the strapping from the sides, glue your marked sole bar to the body. Take two axle boxes (I use Kenline, but others will probably suffice) and glue them to the marked spots with Network superglue.

Now for the tricky bit. Glue your second sole bar to the body, and while it is drying, get hold of two more axle boxes, two North Yard axle sets, and a square. Mixing up a small batch of 5 minute Araldite, place one axle set in the already glued axle box, line up the other axle box, place axle in the latter, and glue it on (naturally all is upside down while you do this). Take your square and gently slide the still loose axle box to and fro until your axle is dead square. Since you've enjoyed doing that, do it again to the other axle box. When satisfied, leave to dry.

Everything should now be dry, parallel, square and free running. Now to make an end beam (two, obviously). A piece of styrene 4" square cut

8'11" long should do the trick. Chop out the corners as per the diagram, and glue them in.



#### Finishing

The end strapping should be filed (just the thin bits). If you've got Camco CW kits, take the spare handbrake assemblies and glue them next to the axle box opposite one another at the end of the wagon. A wire step should be added next to the handbrake on both sides. Refer to the AMRM drawing for placement of other handrails. Glue new strapping to the sides, add Kadee No 5s, paint with Floquil weathered black, and there you have it.

#### Detailing

Add a brake cylinder to the centre of the floor. I used a spare one from a BGM kit I had in the spares box (the cylinder, not the kit). Glue it to a piece of 40 thou styrene to get the right height. Weight the wagon by gluing lead sheet to the bottom of the wagon. It seems that 2½ oz is best for Kadee operation. If you want a removable load, cut a piece of balsa to almost fill the wagon, then round the bottom off and add coal, etc, to the top. If you need the wagon empty, just push on one end of the load and you can grab the other end.

#### Conclusion

While not an exact 'B' wagon, it looks like one (to me, anyway). I'll certainly find out how good it is at judging time.

I now have ideas regarding rolling stock of the 1980s running behind a Baldwin 'Jupiter' 4-4-0, made by Rivarossi, suitably converted to V105 class number 130, but more of that later.

**NB** The underframe dimensions given are those of a standard 10' WB NSWGR wagon. When cutting sole bars to length, it may be necessary to adjust these lengths to suit a particular box. I would suggest that 3'8" from the end of the wagon to axle boxes be used, thereby altering the wheelbase, rather than keep the 10' WB and having axles too far in or out on the wagon. Don't forget to allow for the thickness of the end beams.

#####

## REVIEW — TRAX MHG GUARDS VAN

by David Brown

Two hundred MHG guards' vans were built by Metropolitan Cammell, Birmingham, UK, being delivered during 1951-53. The first two were imported in a completed condition, while the others were assembled (163 by Clyde Engineering and 35 by Clyde Workshops) in Australia. They were allocated numbers in the 11000-12000 range.

The model is packed in a plastic tray inside a cardboard box. It is painted black with a silver roof and white lettering. The join between the black and silver is not crisp, some black encroaching onto the silver roof. The lettering can definitely be improved on 'MHG 11782' and 'luggage' are not very crisp, and appear to be too large. On my model, several pieces of fluff seem to be trapped by the paint work.

The model is mounted on its bogies the same way as Lima bogies clip on. The bogies supplied do not resemble any that I have seen on the NSW

system - I suspect TRAX has done this to keep down costs. Couplers simply slide out of their bogie mounting - my model was supplied with Lima style couplers - apparently the other two types (not included) will be available in the near future. Wheels have a large flange approximating the Lima size - not acceptable in my view.

Kadee No 5 couplers, if used, need 20 thou packing in order to attain the correct height. The van has no handrails, not even moulded ones (except two curved rails on one end, the other end being a dread nought end).

I mounted my MHG on PMH ATA (2AT) bogies, which are the correct type. Quite a bit of filing needs to be done to the bogie bolsters in order to obtain the correct height, but this improves the van no end.

TRAX has supplied a good model, with a few bugs, that can easily be fixed if desired. At the rear of a train, it runs well, and looks like an MHG. I look forward to the 48 class. □



# MORE MATCHBOX MODELS FROM THE NONNY MOUSE ARCHIVES

Here's another batch of information on the 'Matchbox' range of model road vehicles. The first 24 from the 75 range were listed in the last two issues of Journal. Once again, 'MW' stands for 'metal wheels'.

I have also come upon a useful book titled "Lesney 'Matchbox' 1-75 Series Diecasts" by Maurice A Hammond, and published by Bishopsgate Press Ltd. The book is available from Car's Books, 652 Albany Highway, Victoria Park.

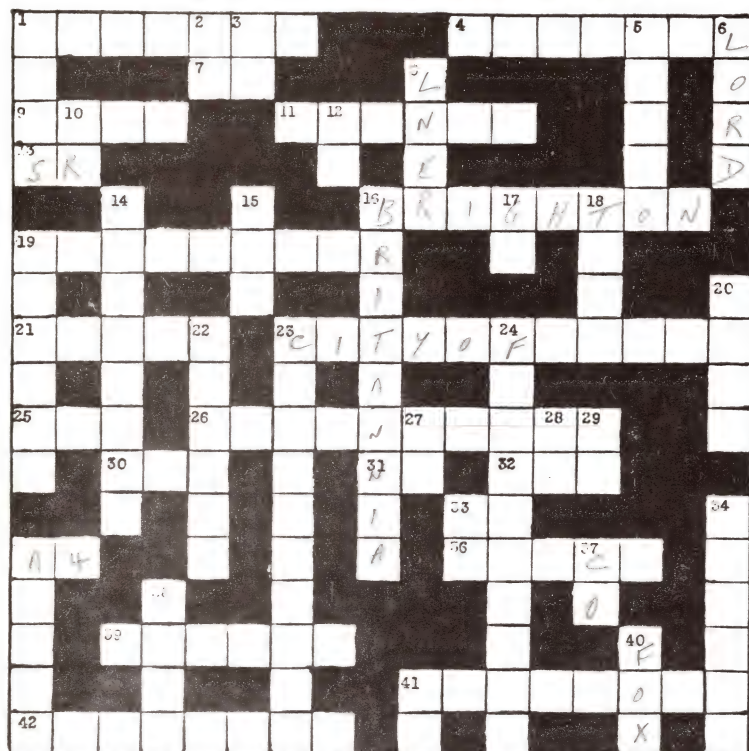
CAT NO	YEAR ISSUED	DESCRIPTION	COLOUR(S)		SCALE
25	1956	Bedford 12 cwt van	Blue	MW	1/70
	1958	Bedford 12 cwt van	Blue		1/70
	1960	Volkswagen 1200 sedan	Light Blue		1/65
	1964	BP tanker	White, yellow, green		1/85
	1969	Ford Cortina GT	Fawn		1/62
26			Blue in 1970		
			Metallic Blue in 1972		
	1973	Mod Tractor	Purple		1/62
	1956	Ready-Mix Concrete Truck	Orange	MW	1/123
	1963	Ready-Mix Concrete Truck	Orange (grey wheels)		1/98
27	1968	GMC Tipper Truck	Red and Yellow		1/86
			Red and Grey in 1969		
			Red and Fawn in 1971		
	1973	Big Banger (!)	Red		1/64
	1977	Site Dumper	Yellow		?
28	1956	Bedford Low Loader	Green and Buff	MW	1/150
	1958	Bedford Low Loader	Green and Buff	MW	1/133
	1960	Cadillac Sedan	Lilac and Cream		1/80
	1965	Mercedes Benz 230SL	White		1/60
			(with open door in 1966)		
29			Yellow in 1971		
	1975	Lamborghini Countach	Yellow		1/54
			Red and Yellow in 1976		
	1956	Bedford Compressor Truck	Yellow	MW	1/125
	1959	Ford Thames Compressor Truck	Yellow	MW	1/75
30	1964	Mk Ten Jaguar	Blue		1/72
			Metallic beige in 1965		
			Fawn in 1968		
	1970	Mack Dump Truck	Orange		1/118
			Yellow in 1972		
31	1975	Stoat	Brown		1/52
	1980	Lincoln Continental	Red and White		1/72
	1956	Bedford Milk Truck	Cream	MW	1/75
			(plastic wheels in 1959)		
	1961	Austin Cambridge	Two tone Green		1/70
32	1966	Maxim Fire Pumper	Red		1/104
	1971	Racing Mini	Metallic Red		1/53
	1977	Shovel Nose Tractor	Yellow and Red		1/65
	1956	Ford Prefect	Grey	MW	1/71
	1961	Six wheel Crane Truck	Grey and Orange		1/128
33	1965	Eight Wheel Crane Truck	Green and Orange		1/114
			Red and Gold in 1970		
	1971	Beach Buggy	Metallic Purple		1/53
	1977	Swamp Rat	Green and Yellow		1/65
34	1956	Ford Station Wagon	Yellow	MW	1/75
	1960	Ford Fairlane Wagon	Yellow		1/75
			Metallic Green in 1962		
	1965	Lincoln Continental	Metallic Blue		1/74
			Metallic Green in 1968		
35	1972	Volks Dragon	Red		1/59
	1978	Caravan	White		1/65
36	1956	Jaguar XK140 Coupe	Off-White	MW	1/75
	1959	Jaguar XK140 Coupe	Cream	MW	1/75
	1960	Jaguar XK140 Coupe	Red		1/75
	1963	E-Type Jaguar	Dark Red		1/65
	1968	Leyland Petrol Tanker	White and Green		1/92
37			Blue and White in 1968 also		
	1973	Masarati Bora	Purple		1/58
	1978	Field Gun	Green		?

(TO BE CONTINUED)

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# A RAILWAY CROSSWORD





wright for the SECR or a class of 2-8-0s rebuilt by Thompson for the LNER (1, 1)

29 Class of 0-6-2T designed by Parker for the Manchester, Sheffield and Lincolnshire Railway which lasted well into BR days (1, 1)

33 London Midland Region Shed code for Llandudno Junction Motive power depot (1, 1)

34 See 20 down

35 Could this Britainia have been to Galipolli (5)

37 The carbon monoxide part of a Detticks wheel arrangement (2)

38 Another of the GWR's CMEs, this time with a suitably scholastic name (4)

40 A sly name for a silver A4 (3)

41 Abbreviation of the Great Northern's London Terminus, and a Top Shed too (1, 1)

## PRODUCT REVIEW

What I consider to be the buy of the month is the Trax train set which includes a NSW 48 class or SAR 830 class loco, three assorted bogie vehicles, a NSW MHG van, a circle of track and a transformer/controller for \$89.90. To buy these items individually at your hobby shop at the RRP would cost you \$125.

Perhaps the 830 class needs some modifications (it is a repainted 48); the lettering on the van and bogie vehicles needs to be smaller, and even some decent wheels would not go astray, but these modifications can be easily done by the average modeller.

If we only just kept the loco, van and controller, made the necessary modifications and threw the rest into the junk drawer, we would still be in front.

Rex Little

## BOOK REVIEWS

### SIGNALMAN'S MORNING/SIGNALMAN'S TWILIGHT

by Adrian Vaughan

ISBN 0 330 28456 6

Published by Pan Books, London and Sydney

380 pages, paperback £8.95

Two books combined, as published by Pan, although the two titles are available separately, published by John Murray at £ 8.95 each though. I preferred the saving afforded by the Pan publication and picked up my copy at Dorringtons in Midland and found it compulsive reading.

The author's love of the railway and of Great Western steam locomotives becomes very infectious for the reader. As one reads through both sets of memoirs, all the personalities and characters from the last days of steam on Brunel's Line around Swindon come to life through conversations and stories of bygone days recalled. A cheerful account of the old ways finally succumbing to the new of the 50s and early 60s is given with the author's utter scorn and contempt for the invading diesels. Many appendices are included, and these are of use and interest to the modeller - bell codes to signalmen and a nice list of locomotives and trains passing his signal box in 1962 showing a wide variety of motive power on the Didcot - Swindon line at the time.

I found the book very satisfying and felt that I should like to recreate in model form to enjoy all that Adrian Vaughan had described.

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### DIESELS AND ELECTRICS ON SHED

Volume 2 - Eastern Region  
ISBN 0 86093 036 X 80 pages

Volume 3 - Western Region  
ISBN 0 86093 042 4 104 pages

Volume 4 - Scottish Region  
ISBN 0 86093 043 2 112 pages

Each compiled by Rex Kennedy £ 5.95 each  
Published by Oxford Publishing Company

All of the above volumes are full of pictures of the locos within each region. A map and list of shed codes of both of the types used accompanies each book and the photographs are set out depot by depot with at least one of each, however obscure the stabling point might have been. Presumably Volume 1 (London Midland Region) follows the same format.

Most of the livery variations of the different classes and the various designs of depot buildings or lack of them are represented for the benefit of diesel/electric modellers.

Unfortunately, as with nearly all the recent photo albums devoted to these forms of traction, too many of the pictures are perhaps too recent and do not cater for the majority of diesel fans (Monty Wells included) who prefer their diesels green. Or if they really must be blue, to have been before renumbering in 1972 when many more classes were still to be found at work. This aside, the quality of the photographs is very good throughout from the collections of some well known photographers, typical of OPC books. Although the standard of the captions is generally good, some of the dates given are very suspect, probably printing errors though.

I would suggest that these books are for fans of modern traction only, unfortunately.

Kevin

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### A BEGINNER'S GUIDE TO RAILWAY MODELLING

by W A McCorkill

ISBN 0 7153 8127 X

Published by David and Charles

64 pages £ 4.50

Mr McCorkill, a professional engineer and model railway enthusiast, has successfully attempted to provide a short introductory booklet for our fascinating hobby. In a mere 64 pages, he really does cover the essentials, and a rank beginner, with no other book than this to guide them, should be able to produce a satisfactory layout.

The approach is calm, moderate, helpful and understanding. The various comments and suggestions reveal Mr McCorkill's long experience in the hobby and his ability to give advice simply and clearly. There are many 'advanced' modellers who could do worse than read his advice on soldering, for example, or on electrics.

While some of the photographs show immaculate layouts, the beginner is merely asked to note why they are immaculate and encouraged to use a right approach to the work. Many of the line drawings are by the author himself and exhibit a real understanding of how to help a beginner.

In all, a book your reviewer enjoyed reading, and will probably buy for his own bookshelf, although it is available from the State Public Library system (number 625.19 COR).

Dennis Ling

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## FOR READER'S LETTERS

Mr R Little  
Editor  
AMRA Journal  
Dear Mr Little

This letter is submitted for publication in the Pop Valve section of the next issue of Journal, Issue No 164.

In an attempt to circumvent the censorship which appears to be automatically applied whenever correspondence bearing my name is received, I must inform you that copies of this are being forwarded to Branch officers with a request that they make it available to as many State members as possible.

The subject is Issue 163 of Journal and matters which the membership should be very concerned about.

1 On page 152 it is stated that only two nominations had been received for positions on the Federal Committee. This means this was written at least six weeks prior to Issue 163 being published, and no-one even bothered to correct that nonsense prior to publication. I demand that the reasons for so misleading the membership in an issue of Journal which concerned itself, in part, with the election of office bearers be published. I also call on the Federal Committee - again - to have published in Issue 164 the full minutes of the meetings at which the Victorian Branch printing agreement was set up.

2 The Financial Statement on pages 152 and 153 requires some explaining.

a Why has five months elapsed since the preparation of the statement's content on 30 June and the presentation of the report to the members in November? Why did the Auditor take until 14 August to prepare the statement? Why was this statement not included in the September/October Journal?

b Why is a major part of the members' funds being kept in a current account which bears no interest?

c What exactly is Journal expenses - \$961.70?

d With the printing and postage of Journal already accounted for, what use is proposed, exactly, for the \$1259.70 worth of stationery?

e If we can believe the Federal Committee, the Beginners' Guide books are in the process of being updated. Why then spend \$173.94 on a reprint?

f \$194 for the servicing of a typewriter which cost far too much in the first place and which has only just been paid for is extremely difficult to understand. A full explanation on this one, please.

g Who needed - suddenly - a desk lamp? And why?

h What expenses did the Managing Editor actually have?

i \$440 of petty cash is at least \$400 that is not earning interest - why?

3 Including the cover picture, there are 34 photographs in Issue 163; the great majority of dubious worth, thanks to the extremely poor reproductive quality. The cost of the plates to produce these must, surely, negate their inclusion, and, while the bride and groom make a delightful couple, Journal is not the place for wedding photographs.

4 The 'new paper' on which part of 163 was printed as a trial would have shown its total

lack of suitability on a simple trial print and this waste of money should never have been allowed. Journal costs are met by the money the members pay and such experimentation must be met solely out of Victorian Branch funds and not AMRA's.

5 I can imagine the reaction if I had suggested you give me six pages to list British outline kits suitable for use on a fine scale 18.83 mm gauge layout! The North American HO Scale Diesel Survey should have been permitted a half page to explain what was available and invited those interested to write to the authors for a copy of their survey.

6 The excellent article A SIMPLE TURNTABLE is the type of material one would expect to see and one which, it is assumed, might, in other hands, have been afforded more prominence and effort of presentation by editorial staff than appears to have been the case - and you keep asking for people to submit material!

7 I do indeed find it a strange intelligence which censors out matters of comment on the running and organisation of the AMRA, yet publishes such a lengthy letter from the Queensland Railways. What does it all mean and why - in terms of the AMRA in particular and railway modelling in general.

8 There are three dates on THE MEMBERS FILE; October 1982; February 1983; July 1984. Now make your minds up! And why has it taken both two years and an election issue of Journal for the Federal Committee to actually get around to belatedly attempting to prove to the membership that it's actually capable of doing something?

Well, is anyone on the current Federal Committee prepared to tell the rest of us just what is going on?

Paul Kehoe

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### MANAGING EDITOR'S COMMENTS

For my comments I am using the same reference numbers as used by Paul in his letter.

1 For Federal Committee comment.

2 a For Federal Committee comment. However, I know from other committee experience that the time to audit the accounts is not unusual. As the deadline for the September/October issue was 15 August, the Financial Statement was received in time for the November/December issue. The November/December issue was also used for the 1983 Financial Statement without any adverse comment.

b For Federal Committee comment.

c The amount of \$961.70 does seem rather high. Could the Federal Treasurer provide a breakup of the major items in this amount? Is the cost of the A4 envelopes for the new Journal size included in this figure or the stationery item?

d For Federal Committee comment.

e As has been stated many times in Journal, the Beginner's Guide is in the process of revision and updating. However, until this is published, new members are continuing to receive the existing publication and a reprint of this was necessary to avoid undue delay and lack of service to the new members.

f There has been no service to the new typewriter since its purchase. The service was probably for another typewriter. Perhaps the Federal



Committee can provide more details.

g The desk lamp was purchased for my use when I took over the layout and paste-up following the death of Gordon Duncan. Much to Mrs Lloyd's disgust, the only spare area in my house where I could set up a work table for Journal is in our bedroom. As the lighting in our bedroom was typically dim, the desk lamp was a much needed item.

h Again the Federal Treasurer may be able to provide a breakup of the expenses.

i For Federal Committee comment.

3 The 34 photographs are included in Journal at no cost to the Federal Association, apart from the paper they are printed on. Due to an arrangement by former member Mark Linhart, the photographs are screened at an exceptionally favourable cost which is met by the Victorian Branch. While Paul does not believe that Journal is the place for wedding photographs, this is not the view of some other members. However, it is still a valid point. Is Journal for purely technical information or should it include news on members and their activities, including Branch activities?

4 The new paper is slightly more expensive than that used for the previous four issues in an effort to give more lift to the photographs. As a trial, the paper was used to print 10 000 dodgers for the Victorian Branch Exhibition and was quite successful. However, the new paper is less absorbent of ink and overinking caused 'offset', that is the image was still wet when the following sheet comes to rest on top of the previous sheet causing a transfer of part of the image to the back of the paper. We largely corrected this problem as we learned the techniques required for this paper, and the Buffer Stop advertisement shows what can be achieved. I apologise for the offset which was worst on pages 166 to 168, but we are confident that future issues will be better.

5 Paul is complaining of 'censorship', but he is advocating the censorship of articles submitted by members. It has been my policy while doing the paste-up to give priority to articles submitted by members and this will continue to be my policy as Managing Editor. While there may be a small following of American prototype in the West, it is certainly popular in the East. However, Paul's suggestion is certainly valid about writing for the information. What do you, the members, think?

6 I accept full responsibility for the presentation of the article 'A Simple Turntable'. However, I do not have the time to redraw diagrams, etc. I invite Paul to submit to me just how he would have presented this article so that I may gain from his knowledge of this subject.

7 Firstly, regarding censorship. This was also mentioned in the West Australian members' election manifesto. The only censorship that has been applied is to abusive and accrimonious correspondence. This was strongly supported by many members in the Journal survey carried out in 1983. As far as possible, I will print reasoned comment, but will not print abuse. In this the Federal Committee and the Journal team have the support of the vast majority of members. Secondly, regarding the Queensland Railways' letter, this was a reply to an earlier article in Journal, and thus should have been printed. However, we did have second thoughts about printing the original letter in Journal 160. Any other members care to comment?

8 For Federal Committee comment.

Paul has raised some valid points, and I invite members to comment on the matters raised, particularly on the content and style of Journal.

However, we cannot print more of the type of article that Paul prefers without these being submitted by the members. So how about trying your hand?

Roger Lloyd

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## MICRO DISASTERS AVOIDED BY MICRO-COMPUTERS

Reprinted from BRMNA Journal : April 1984

Third year engineering students at the University of Waterloo ON are asked to program a computer to control the movements of a number of model trains along a single track to simulate transport of a maximum amount of ore from mine to port.

They arrange a schedule so six trains at a time can operate on the track (it is a single track but with sidings every so often to permit trains to pass each other). Each student puts their schedule on a computer which thus runs the whole line. So automated is the system that if the trains were real it should not be necessary to have an engineer on any of them.

If the students' computer programming is correct, the system will work smoothly; if not, errors will show up dramatically as the trains collide. "In a sense it's an exercise in applied mathematics", says Dr Bruce Hutchinson, the professor who organised the lab, "but because the students see what happens when they make a mistake, it becomes more meaningful. It's a better way to learn".

The model system design involved the use of track sensors to interface with an Apple computer, which in turn controls train direction, momentum and speed via a parallel keyboard on a Hornby Zero 1, a commercially available unit capable of running 16 model trains simultaneously on the same track. The computer-Zero 1 interface also controls turnout direction for the passing sidings.



Say, Prof., that unknown western university has crashed our program again!

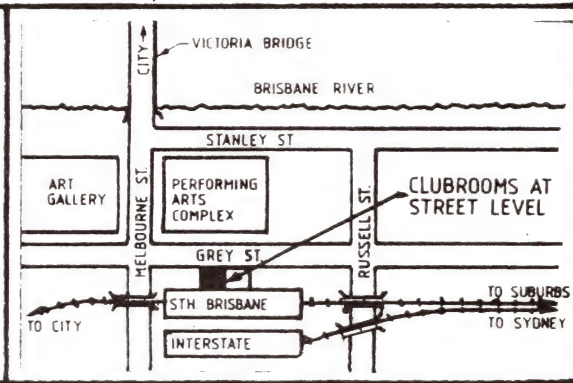
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# STATE



# NEWS



## QUEENSLAND BRANCH ANNUAL GENERAL MEETING

The 1984 AGM for the branch received a good attendance from members. Detailed reports from President, Secretary and Treasurer were given and discussed. Following this, elections for officers of the Branch were held, giving the following results:

Committee of Management	(* re-elected)
President	* Gec Wall
Vice President	Jim Bilby
Secretary	Jim Christie
Treasurer	* Arthur Hayes
Committeepersons	* Marie Hill
	Neil Johnman
	Steve Malone

### Other Positions

Librarian	* Stewart Wall
Assistant Librarian	Simon Hill
Newsletter Editor	* Steve Malone
Country Liaison Officer	* Jim Bilby
Journal Sub Editor	* Steve Malone

As well, the Federal Committee of AMRA had requested that a member be found to help with vote counting in the coming Federal Elections, and Laurie Woods agreed to take on this task, and wound up being Returning Officer.

A vote of thanks was presented to past officers of the Branch for the work done in the past year, and also wishing the new office bearers for the coming year every encouragement. Special mention was made of the work done by Bob Mawson during his past term as Secretary. Bob is staying on to assist Jim Christie and will act as Exhibition Secretary for our Annual Model Railway Exhibition in May 1985.

Following the business part of the meeting, Chris Malone screened some slides from a recent trip north - the new Alco 2600 class locos look quite interesting. Then Jim Bilby presented his ever popular slide quiz which was as interesting and fun as ever. Thank you Jim and Chris.

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## DISPLAY LAYOUT FOR THE QUEENSLAND RAILWAYS

Around the middle of the year, the Publicity Officer of the QR approached the Branch seeking help in developing a display layout to publicise the electrification of the Central Queensland coal lines. Points to be promoted:

- 1 The new electric locos could haul more than diesels.
- 2 Use of locally produced electricity as fuel rather than imported diesel fuel.

3 Generation of local employment in upgrading of track and overhead equipment.

4 Other users of the tracks (cattle, grain) would benefit from the upgrade.

A double loop layout with two return tracks out of sight has been recommended. Two four loco 25 wagon coal trains, one with full hoppers and the other empties travelling in opposite directions is envisaged. John Hill recently built a miniature that was submitted to the QR and they have approved of the concept, and advised us to start work. It has been decided to build the layout in N scale; the Japanese Railways Bo-Bo-Bo electric locos built by Kato in N scale are very similar to our proposed electric locos and this will help us considerably. The Kato locos are fairly inexpensive and good performers. For coal wagons - two alternatives will be looked into.

1 Kit bash an existing type, OR

2 Mould the complete wagon in Silicene rubber moulds - only needing paint and bogies/couplers.

The layout will be approximately 36' x 7' and will be designed to fit into a QLX louvre wagon for display around the towns of Central Queensland. The layout also must be easily removed for use at local shows.

The Railways have agreed to allow us to use the layout at the AMRA Exhibition in May 1985, where it will be officially commissioned and handed over to the QR after the exhibition weekend. The QR has planned to have the layout in operation for six months.

There should be plenty of scope for members to be involved - if you would like to be, please let one of the committee members know. It is hoped that this venture will assist us in retaining Clubrooms in the future.

Cec Wall

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## CLUBROOM NEWS

A recent visitor to the Clubrooms was Tony Walsham (a Victorian member) from Puffing Billy Models, brought along by Don Carlsson, a new member of the Branch. Samples of Puffing Billy model kits and F & G casting were on display, and all very interesting. The kit bash kit for a HOn2 $\frac{1}{2}$  2-8-0 was of special interest to some members. Don Carlsson is quite an old hand at model railways in Brisbane and is well known for his tramway modelling. His motorcading milk truck was a regular sight on ARHS steam tours.

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John Hill has been busy lately painting various models in the spray paint booth, one of which is his HO<sub>n3</sub> VR G42 Beyer Garrat which looks even better now with a light dose of weathering.

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Four large ammeters have been recently fitted above the control desk for each Mainline controller and these provide an easy indication of how things really are. Open and short circuits are easily distinguished. These meters can be used in conjunction with the LEDs on the main panel which indicate voltage and direction of each controller. Meanwhile, Cec and Marie have been tidying up and fine tuning the electrical system, ironing out some minor problems which crop up occasionally.

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Paul Doyle is progressing very well with his large English type terminal station at Hillsview. Good work Paul!

\*\*\*\*\*

At our November Monthly Meeting, Jim Bilby gave a slide show of inspirational scenes to promote interesting modelling ideas. This was followed by a talk on timetable running on the Club layout with emphasis on shunting. After supper,

those interested were issued with timetables and the five-hour running session went on without problem. Using the Branch's fast clock, which is 12 times fast, the five-hour timetable was done in 25 minutes, with all trains running on time - generally speaking.

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#### BRANCH TIMETABLE

Branch meetings continue as normal at the Branch Clubrooms, Ground Floor, South Brisbane Railway Station, Grey Street, South Brisbane. The Clubrooms are normally open every Thursday evening from 6 pm and Saturday afternoon from noon. The main Branch monthly meeting is held on the 4th Thursday of the month from 7.30 pm. Running sessions on the Club layout are on the 1st Thursday evening and 3rd Saturday afternoon of each month. On other Thursdays and Saturdays, the Clubrooms are open for general Clubroom activities. However, with this project for the QR now in progress, the main activity will be getting this layout finished in time for our exhibition in May. For older or retired members, special daytime gatherings are held on the 3rd Thursday of the month. Contact Ken Innes for details.

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## STONES CORNER HOBBIES

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## HANDY HINT

Gordon Duncan

In miniature model building, the worker is almost invariably confronted with minor imperfections in the material he is using, be it plastic, wood, card, or metal, or in the joints he has imperfectly produced. Some of these flaws may not even be visible to the inexperienced beginner until the first coat of paint has been applied. To assist your eye in picking up faults, examine the model under a very strong oblique light source. It is astonishing how this reveals blemishes not apparent in normal light.

There are all sorts of (sometimes expensive) fillers on the Australian market claiming to be specially prepared for hiding such deficiencies. Some are excellent, some are just so so! In your modelling bag of tricks, don't ignore the very first and most ancient of fillers - glazier's or painter's putty. Purchase a small carton of this at the local hardware store, and before you have used one thousandth part of the pack of model projects, the great bulk of it will have started to dry out and eventually become useless.

Here is a better method. Obtain at any paint store a small packet of whiting, and a small bottle of raw (not boiled) linseed oil. Place a teaspoon of whiting on a piece of glass, add a few drops of linseed oil, and mix. Lo - you have putty! If too sticky, add a little whiting. If too stiff and crumbly, add another drop or two of oil. Just mix it to suit your needs and

the particular repair to be made. In general, for 'big' imperfections, make it fairly stiff, like hard butter. For very fine cracks, make it softer, like petroleum jelly.

Linseed oil putty will adhere to any material likely to be encountered in model building, painted or otherwise. It should be accurately levelled off to match the surrounding surfaces, using a smooth thin flexible steel blade, perhaps moistened at the very finish of the operation with a touch of linseed oil or even saliva. Used in the minute quantities likely to be required on a small model, it 'sets' quickly enough to permit overpainting in a surprisingly short time. (Immediately, if the paint is applied by spraying.) Putty will not shrink on drying out, and eventually sets to an absolute rock-hard consistency. Anyone who has had the misfortune to chisel out old putty from a broken window frame will be well aware of the stone-like hardness this simple-to-make filler finally assumes.

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A labourer works with his hands.

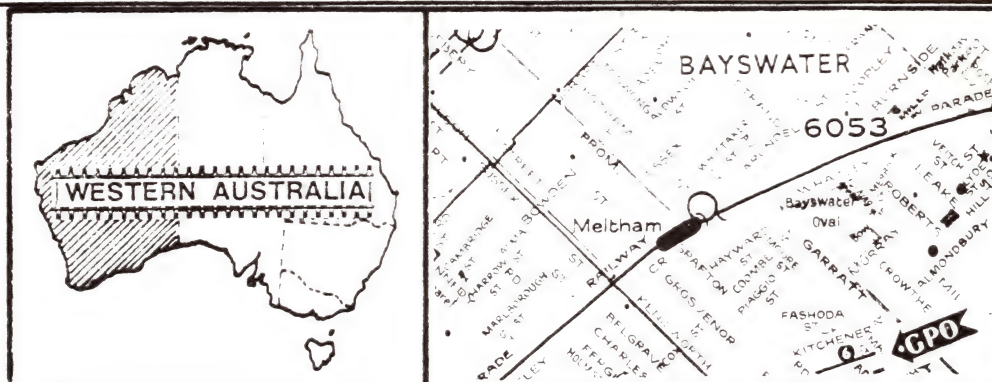
A tradesman works with his hands and his head.

An artist works with his hands, his head - and his heart!

Old maxim - author unknown

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### MODELRAIL '84

A very sincere thanks to all who participated in any way at all to make this venture a great success. During ModelRail '84 I was approached by a number of the paying customers - all were very complimentary about the whole venture, but more important, in my humble view, were their comments about the professionalism and manner of all those participating in the various demonstrations, etc. One person, in particular, with whom I had a long conversation, said that he had seen nothing similar elsewhere in Australia, and that ModelRail '84 compared very well with what he had seen overseas.

Congratulations everyone, keep up the good work!

Facts and figures? Sixteen tickets were sold to AMRA members and 76 to non-members, but bear in mind we allowed 'lady friends' in for free and that we made no charge for children either - there were several family groups who spent their Sunday 'meeting the experts'! Over \$200 was taken at the Sales Counter - most of this was for Cyril's surplus stock, much of which was sold in the first half hour. After adding up all the expenses and all the income (including commission from private members' sales - but not Cyril's), there was a small deficit of about \$20. The Committee believes this is well worth while as there is considerable benefit flowing into the hobby from this endeavour.

Ted

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### TIMES OF MEETINGS

Mondays and Wednesdays - 8 pm  
Saturdays - 2 pm

The rooms will be open at least 15 minutes prior to the starting time.

All meetings will be held at the Clubrooms, upon Meltham Station, unless otherwise stated.

### PROGRAM

#### MARCH

4 Mon 18.33 Modelling 'Magic or Myth'?  
Paul Kehoe will demonstrate the pitfalls that new 18.83 mm modellers may encounter and how they may be overcome, and the enjoyment that may be taken from compensation and fine scale standards.

9 Sat Club Projects Day  
On these meetings, the Library will be available and the Sales Cupboard will be open, and, of course, there will be other modellers to talk to. These meetings will also be used to further develop the layouts and also for members to run their own trains on these layouts.

13 Wed Timetable Operation at 'Haltwhistle-on-Tyne'

We are getting better at it - we may even get the trains to run to time soon, so join in and enjoy a different facet of model railways.

18 Mon Visit to the Midland Signalling Centre

A conducted visit to the Westrail Signalling Centre where we should find plenty of action in connection with the extra traffic for the grain harvest.

Meet by the main through platform at Midland Station at 8 pm. Members only for this visit.

23 Sat General Club Activities

27 Wed Club Projects Evening

Come and join in the construction of the new N gauge layout. Please let Simon Mead know if you have a preference for building baseboards, trees, scenery, making model buildings, etc, to help with this project. Or if you prefer, help with cataloging the items in the Library.

#### APRIL

1 Mon Silastic and Vacuum Moulding

Graham Watson will show us how to mass produce parts for detailing and scratchbuilding models. Examples of the craft were to be seen on Graham's 'Bindiup' layout at last year's exhibition.

6 Sat General Club Activities

10 Wed General Club Activities

15 Mon Timetable Operation at 'Haltwhistle-on-Tyne'

20 Sat Auction

Following members' requests we are introducing a third auction to program this year; it has been set on a Saturday afternoon for the convenience of members. Please give it your support and bring along all your unwanted model railway gear and/or cash. The Branch will take 10% commission on all sales. If you have anything to sell, please try and get to the rooms as early as possible on this afternoon. The rooms will be open from 1.30 pm for this purpose. Auction forms are available at the rooms for a week or so before the auction - please try to fill yours in before the afternoon.

24 Wed General Club Activities

29 Mon Club Projects Evening

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### TIMETABLE RUNNING ON 'HALTWHISTLE-ON-TYNE'

Thanks go to Dennis Ling, Peter Dean and Chris Patterson for organising the Timetable Running during October in the absence of our Layout Manager, Simon Mead, on his travels east of the rabbit proof fence.

The running on 1 October saw an enjoyable evening for all the members involved, as all went well to time until fate took over as a point motor failed in the yard at Haltwhistle Junction. In spite of the signalman's frantic efforts, confusion



then developed over the shunting arrangements and the fun really began when three trains were all at the yard at the same time, hoping to shunt. Meanwhile, as confusion reigned between the locomotive crews, signalman and shunters, the branch passenger train had already departed for the Junction and was held by the signals in the crossing loop for two hours (on the speeded up clock), because the branch goods had fouled the road at the Junction and was unable to shunt out of the way because of the other two goods trains.

Finally when common sense prevailed and the branch passenger train arrived over two hours late, one irate passenger in a bowler hat was heard complaining to the State Master "This was no way to run a railway and that he would write to Dr Beeching, having already been responsible for the axing of the N gauge layout".

This report was compiled by the train spotter who stood on the embankment above the Junction station on that fateful day last October, clutching his notebook, his Ian Allan ABCs and his bottle of 'Tizer'.

Kevin

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## LAYOUT REPORTS

### NEW N GAUGE LAYOUT

Since the last issue of 'The Branchline', work on the new N gauge layout has been non-existent! However, now that the Modelling Competition and ModelRail '84 are out of the way, I intend to make a start in earnest.

The Branch has purchased a Bachmann Union Pacific DD40X diesel loco, for use on the new N gauge layout. One reason for obtaining this loco at this stage is that the DD40Xs are the largest diesels in service and, as such, will be excellent for checking clearances to ensure, as far as possible, that none of the clearance problems of the present layout are perpetuated.

I have yet to receive any response to my request in the last issue for a name for the layout. Come on, get the thinking caps on!

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### 'HALTWHISTLE'

The Branch has recently added to the loco stock available to operate 'Haltwhistle'. We have inherited a Hornby Ivatt Class 2 Mogul (2-6-0) from the estate of the late Broughton Boydell and we have purchased a Hornby 'Duchess' class 4-6-2, a Hornby 'Black Five' 4-6-0, a Hornby Fowler 2-6-4T, an Airfix 'Royal Scot' 4-6-0 and a Mainline J72 0-6-0T from Cyril Cocker. As a result of these purchases, it is no longer intended to proceed with the purchase from England of the locos listed in the last issue of 'The Branchline'.

Simon Mead  
Layout Manager

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## TALKING POINTS

Renowned follower of the LMS and its constituent companies, PAUL KEHOE has as his next project in 4 mm scale to S4 standards using the correct scale/gauge ratio track width of 18.83 mm, the construction of an etched brass kit of the Midland Railway's Johnson designed 0-4-4T from CRAFTSMAN MODELS. As this model has a chassis designed for rigid application, and as 18.83 mm track is unkind to such rigidity, the chassis will be modified to accept the FLEXICHAS PERSEVERANCE. The wheels will come from either KEAN-MAYGIB, MIKE SHARMAN or ALAN GIBSON who all produce fine scale wheels with steel tyres. The excellent range

of Ultrascale wheels which Paul has used before are fitted with nickle silver tyres. The reason for the change is that Paul is experimenting with steel tyres on steel rail to see what problems occur and what benefits there might be from running steel on steel. 'Steam pressure' will be raised by the use of either a Portescap RG4 motor of the 1616 or 1219 variety, or by a FAULHABER motor fitted to a 22:1 reduction gearbox driving a MICO-MODELMAKERS 3:1 final drive, thus giving a reduction of 66:1. The completed locomotive will receive Precision Paints CRIMSON LAKE treatment and PRESSFIX insignia.

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## 1984 OPEN MODELLING COMPETITION

This year's modelling competition was held in conjunction with ModelRail '84 on 3 and 4 November. Thirty one entries were received from 16 entrants. The general standard of the entries was well up with that of previous years.

The results were as follows:

### BEST SCRATCHBUILT LOCOMOTIVE

WAGR 'Z' class 0-6-0 diesel in Sn3½ by S Mead

### HIGHLY COMMENDED SCRATCHBUILT LOCOMOTIVE

WAGR 'Pm' class 4-6-2 in Ttn3½ by R Frayne

### BEST KIT BUILT/MODIFIED LOCOMOTIVE

GWR 'City of Truro' in OO by A Morling

### BEST READY TO RUN/MODIFIED LOCOMOTIVE

LMS '4P' Fowler 2-6-4T in OO by J Carney

### HIGHLY COMMENDED READY TO RUN/MODIFIED LOCOMOTIVE

BR class 47 diesel in OO by G Horton

### BEST SCRATCHBUILT ROLLING STOCK

Freelance narrow gauge flat car in 'G' scale by J Gregg

### BEST KIT BUILT/MODIFIED ROLLING STOCK

LMS twin bolster wagon in OO by J Carney

### BEST SCRATCHBUILT STRUCTURE

Welsh farmhouse (Tyddyn) in 4 mm scale by J Watts

### HIGHLY COMMENDED SCRATCHBUILT STRUCTURE

GWR Helston locomotive shed in 4 mm scale by P Worsnop

### BEST KIT BUILT/MODIFIED STRUCTURE

Freelance engine shed in 7 mm scale by J White

### BEST MODEL OF A WESTERN AUSTRALIAN PROTOTYPE

WAGR 'Z' class 0-6-0 diesel in Sn3½ by S Mead

### THE OSSIE GULLY CUP - For Best Model Overall

Welsh farmhouse in 4 mm scale by J Watts

I would like to thank all the competitors for participating. Without you, there would be no competition! I would also like to particularly thank the four judges for their stirring efforts on Saturday afternoon 3 November judging all the entries. A demanding job done with dedication and enthusiasm.

Remember, NOW is the time to start work on your entry for the next competition.

Simon Mead  
Acting Competition Co-ordinator

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LIBRARY NOTES

Work still continues at a great pace in the Library, thanks mainly to Harry Vosper and Dennis Ling. We've even got a 'new' desk, resurrected by Simon, which, by the time this appears in print, will have been rubbed down (thanks to Barry Keen) and varnished. Some paint on the walls, carpet on the floor and by Christmas, luxury! Well, it's a thought.

More additions to our video collection this month:

STEAM CAVALCADE - PART 1 (VHS)	Cat No 100V3
STEAM CAVALCADE - PART II (VHS)	Cat No 100V4
RIO GRANDE WORK TRAIN '81 (VHS)	Cat No 100V5
UNION PACIFIC'S STEAM EXPRESS 'THE 3985 CHALLENGER' (VHS)	Cat No 100V6

For those into the UK scene, there are some really fantastic shots in the two STEAM CAVALCADE videos. These were two of the videos at the Exhibition in June. The last two videos are of the USA scene, and, from all reports, they are good - some great scenery in them.

Since the last edition of Library Notes, I have been thumbing my way through four special editions of Model Railway Constructor from the Library shelves. They form a complete 'HOW TO DO IT' of model railways.

PART 1 - PLANNING AND BASIC DATA	Cat No 06032
PART 2 - SCENERY	Cat No 06033
PART 3 - BASEBOARDS AND TRACKWORK	Cat No 06034
PART 4 - BUILDINGS	Cat No 06035

Each 'Special' from the Ian Allan 'stable' is packed full of information, photographs, diagrams and tables and are very easy to read and understand. At £1.95 (approximately \$3), each must be the bargain of the year, 1982 that is; that's when they were first published. Whether they are still available to buy I don't know (they are all listed in Ian Allan's Christmas 1983 catalogue and in Great Western Book Service's March 1984 catalogue supplement issued about three months ago. Also, Part 5 - Modelling for Beginners and Part 6 - Locomotive Kits, the latter being £2.25 - A Nonny Mouse), but for 20 cents you can hire each one from the Club Library. I recommend that you do.

If you browse through the magazine racks around Perth newsagents, you may have seen 'Electronics for Model Railways' by Ken Stone. This useful booklet has been added to the Library shelves. For a review, see the September/October issue of Journal.

A little bit of knowledge to finish off! The record for a non-stop run of a model train was achieved between 1 June 1978 and 7 July 1978, when a locomotive and six coaches ran for 864 hours and 30 minutes, covering a distance of 678 actual miles around a layout at 'Pastimes' in Mexborough, South Yorkshire, England.

Hirus Manuscriptus

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NEW PRODUCTS

It has not been our practice to mention new products in the past - there are just too many products being introduced, many with a very, very specialised application. However, one item which caught your reviewer's eye recently has such potentially widespread use.

Called Alu-Folie, the material consists of two thin card layers, sandwiching a sheet of aluminium foil. The resulting sheet is 0.8 mm thick

with a high quality white surface giving the appearance of good quality postcard. The foil makes it strong and rigid and resistant to tearing and it will retain curves such as the 'tumble-home' on a coach side, and rivets can be embossed without difficulty. It cuts easily with sharp craft knife or scissors. An ideal substitute for card and styrene.

For more information, see 'Model Railway Constructor', September issue, page 493, from where this information was taken and where details of price and availability are given.

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SLIP SLIDING AWAY

Another slippery tale, this time from Exeter. The town's two stations, St Davids (GWR) and Central (SR) being connected by the 1 in 37 bank which faced Southern 'up' trains leaving St Davids. This short spur, barely three quarters of a mile in length, 54 chains in actual fact. Three minutes was the journey time allowed, and to make matters worse, this severe gradient was also partly in a tunnel, where many engines have struggled and slipped to a standstill. One such incident occurred on a very wet evening in March 1963, when a train of 21 Presflo cement wagons and a brake van, although piloted and double headed, became stuck and it was not until the station pilot was attached that the train got under way - engines were BR Standard 2-6-4T's 80038 and 80064 and ex GWR 2-8-0 No 3812 at the front end and BR 2-6-2T and ex SR 2-6-4T 31916 at the rear!

Peter Dean's layout features both the above stations and a scale 1 in 37 bank, but a model of a Bulleid Light Pacific with a Wrenn chassis will haul 14 coaches unaided up the bank (unlike the prototype's performance). A trial with a Lima 'King' providing so-called GWR 'superpower' could only manage 11 coaches. That's one to Bulleid, I believe, or can you Swindon fans do better?

Kevin

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HAVE YOU SEEN?

Railway Modeller for September. Arches, bridges, etc, more basic information for the modeller. Modelling the SE & CR. Tunnel portals. Scratchbuilding an O gauge A4. A visit to DAPOL MODEL RAILWAYS described with details of their intended production.

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Railway Modeller for October. Southern Region's Class 33s, prototype information, photographs, detailing, etc. Another way to make realistic trees. Make a CCT into a PMV. GWR 'County' 4-4-2T tanks - prototype information, photograph, drawing. GNR buildings - photographs, drawings. Constructing a Midland 'Spinner' 4-2-2. A Brush Type 4 with FIVE motors. AEC built GWR railcars. Detailing the Hornby B12. More bridges and tunnels. Class 33 article continued. SR Maunsell Class W 2-6-4T prototype information, photograph, drawing.

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Model Railway Constructor for August. Converting and detailing the Lima Class 50. Live steam, a general review, points to look for. More Brunel 'Chalet' buildings. Data file on Barnum and Bailey stock and flat cars. Gauge O in a small space. H&B all wood signal box, photographs, drawings, model. Signal chart No 5 - Scottish and Irish Railways.

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Scale Model Trains for August. Converting the Hornby 'Battle of Britain' to a 'West Country' Southern Pacific's Coast Line - information on the line and its running, etc. Converting Hornby's Class 25 to a 25/3. More German for beginners. Where did 'S' scale start? Simple EM layout continued. What is 18.83 mm, a description, etc.

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Scale Model Trains for July. More on starting in EM with a simple layout described. Pointwork for the finer scales - SMP point kits. Detailing the HST models. German (railways) for beginners. Focus article on GWR 56XX 0-6-2T. More on Bulleid's light pacifics. Ships on your layout. Model railway photography part 6. Modelling small girder bridges.

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Model Railways for August. Horses, doctoring the four legged engine. Prototype signalling, part 1. Modelling BR Mk1 kitchen cars. FR 0-6-OT prototype information, photographs and drawings. Southern Electric in O gauge. More on the Rice/Barlow saga. Catchpol's Workshop - a lineside allotment. Brassmaster kit of LNWR G2 0-8-0 reviewed.

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Model Railways for September. Wagon building with wood. A mobile work bench for the home. More on Signalling. Catchpol's Workshop - a cornfield. Motor survey - the Anchoridge type. Deciduous trees in model form.

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Model Railway Constructor for September.

Midland freight facilities and Class 8 locomotives. LSWR station details, information, photographs and drawings. Data file LSWR 42'6" Tri-composite coach. Kit review Blacksmith Models' GWR clere-story third coach in etched brass. Live steam review of 'Charles Pooter'.

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Scale Model Trains for June. North British Type 2 diesels prototype information, photographs and detailing information. Converting the Hornby Class 29 to EM. Converting the mainline J72 to an N10 in HO. More Great Western language with some very old and interesting photographs. Focus article on the Highland Class 33. The USRA Light Pacifics prototype information plus detailing the Mehano model to the B & O version. Mancunian trams.

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Another name change - this month (October), 'Model Railways' dons a new coat and becomes 'Your Model Railway' with a new format.

Your Model Railway for October. A simple inexpensive layout step-by-step. Zero 1 reviewed. What makes a motor revolve. Scenics, the basic techniques described. Prototype information, photographs and drawing of LSWR M7 0-4-4T. Converting Highfield's LSWR coach kits to Southern Electrics. Catchpol's Workshop - roadworks. 'Getting started' is covered in 'What Model Railway?' - this should be required reading for everyone thinking about railway modelling.

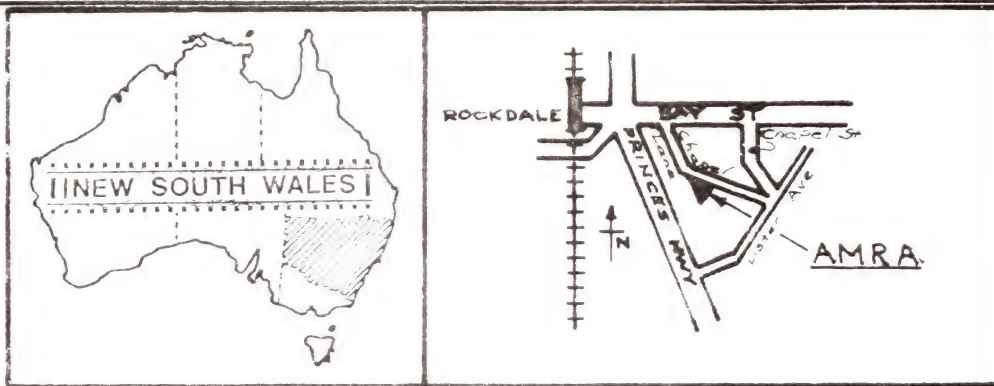


Model and prototype - the original is McCauley's Warehouse in South Melbourne, and the kit is by Design Workshops.

Photos by Roger Lloyd







#### PRESIDENT'S PAGE

It was very pleasing to see this year's Exhibition was probably the most successful ever staged and that 'bigger was better'. The new venue has proven very satisfactory and has been rebooked for next year.

Many people need to be thanked for the big effort in making this a successful event. Top of the list is Graham (and June) Larmour for being organiser, followed by all the members who gave their time over the weekend and the ladies who ran the very successful hot food/sandwich bar and the nibble bar. Thanks is also due to the many exhibitors, for without their combined effort we would not have had an exhibition.

Personally, one of the greatest thrills of the Exhibition was the chance to meet with friends from other States - all fellow AMRA members. From many of the comments made, we can be justifiably proud of our Exhibition.

Once again it has been put to me 'What does the Branch (AMRA) do for the country member; why couldn't we provide "services" such as tape/slide/written presentations on the clinics, club projects, etc.' Why, sure we could, but someone has to do these and to produce an acceptable product would require more effort, time and equipment than I would expect from any member. Any volunteers offering to attempt this sort of thing will be encouraged as it could form an excellent expanded function of our Library. The ultimate presentation would be to produce video films which could be made available to members for home perusal but even this proposal would need a choice of standard VHS, BETA or both!

Bruce Norton

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#### THE EDITOR COMMENTS

The main event of the past quarter was undoubtedly the AMRA (NSW) Exhibition at Liverpool on the Labour Day weekend.

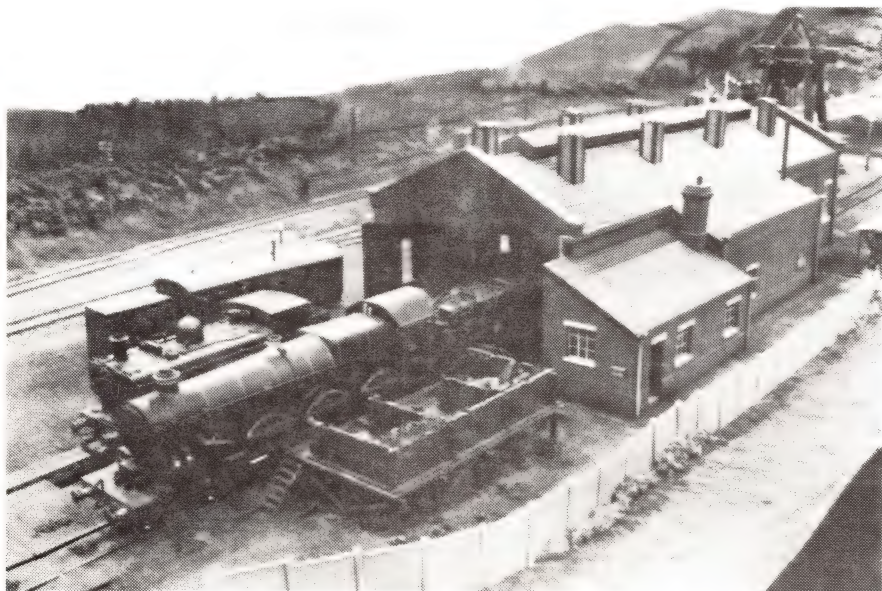
The Exhibition was a great success and fully justified the change of venue. Nearly 50 operating layouts, plus static displays, modelling demonstrations and commercial stands brought the total number of exhibits to 57. The most popular stand of all, if judged by the continuous queues and the crush, was the take-away food counter staffed by the ladies and friends of AMRA. So brisk was the trading that on Saturday morning 500 doughnuts and innumerable pies, sandwiches and hot drinks were sold well before lunch time, and to give the ladies a break and an opportunity to have lunch themselves - and time to heat more pies - the stand had to be closed for approximately 45 minutes from 1.30 pm. The queue was again waiting well before the stand reopened at 2.15 pm.

The nibble bar was also the centre of very brisk trading, and completely sold out of its supplies. A most sincere word of thanks to the ladies and to the Bruncker family for their efforts.

The standard of the layouts was very good and ranged from Arthur Sherwood's 6 mm gauge electric models to the LGB. For me, the outstanding exhibits were 'Dartmouth' by the British Railway Modellers Association, 'Melton Bridge' O Gauge Group, 'Franklin County Railroad' by G Hopkins, 'Duckwater' by C Berthold and, of course, 'Menangle' by the Model Workshops Group.

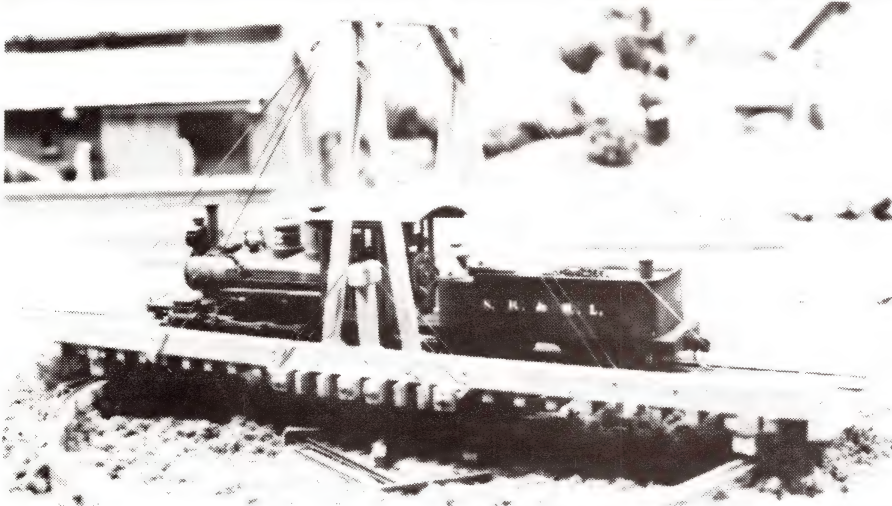
The above assessment is based on the overall appearance and attention to detail in the models and scenery.

For sheer spectacle the 'Spring Valley and Watern Railroad' by Warren McLean with its floor to ceiling scenery and multi level trackwork would be hard to beat.



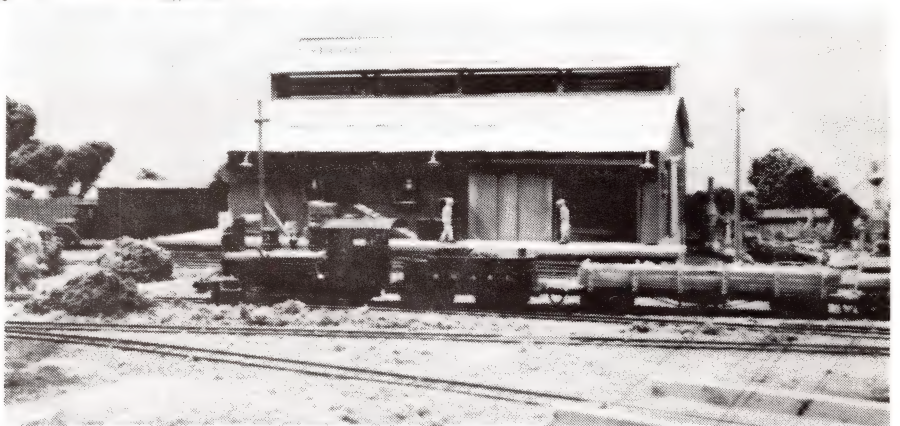
The engine shed on the excellent Dartmouth layout at the 1984 NSW Branch Exhibition  
Photo by Roger Lloyd





Two scenes from the narrow gauge 'Franklin County Railroad' at the 1984 NSW Branch Exhibition.

Photos by Roger Lloyd



Although fewer in number than usual, the trade stands provided a wide range of model railway equipment. A good range of publications was available from the Rail Transport Museum, the AMRM and the South Pacific Electric Railway Co-op stands.

The virtually continuous slide show in the theatre provided a varied and interesting display and was well patronised.

A special word of thanks must be said to the Management and Staff of the Liverpool E G Whitlam Recreation Centre. Geoff Durant had all the colourful banners hung from the ceiling just to brighten up the Centre for us and he and his staff could not have done more to assist in making the Exhibition the success it undoubtedly was.

A new layout for our Exhibition was 'Crafton' by Rodney James. Based on Grafton, NSW, this large layout featured a collection of first quality locomotives and rolling stock of NSW prototype. There was also plenty of detail about the buildings

and yards. Possibly in appearance this layout suffered in comparison with the English prototype layouts in that it portrayed the drab appearance of the NSW railway scene.

The 'Hurstville' layout by Ken Richardson, built for the Illawarra Railway Centenary, is a fine piece of historical modelling and depicts Hurstville as it was in a bygone era.

Again, I would express my personal appreciation of the work done by those members who volunteered their time and effort - especially Graham and June Larmour - also to the interstate members who assisted. At times, such as on the Monday morning when a third (temporary) ticket box had to be opened to clear the waiting queue; it would have been difficult to manage without them. Next year it would be good to have additional volunteers from our own Branch to eliminate this situation.

Bob Wardrop

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What's this - VR in Menangle? For the first two days of the NSW Branch Exhibition, the Model Workshops Group let the Victorian boys take the layout over to show the locals what they could do.

Photo by Roger Lloyd



CONGRATULATIONS NORM READ

The Iron Horse Hobbies Shield was this year presented to Norm Read in recognition of his outstanding contribution to the model railway hobby.

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LAYOUT NEWSO GAUGE

Work on the Branch line is becoming reminiscent of the Eastern Suburbs Railway - Stop and Go.

In a burst of energy, a new power supply was connected for a test, but a dead short in the track put a stop to any testing until after a couple of hours of checking before a couple of rail spikes in the wrong spots were found to be the source of trouble.

The building firm of F Peck and Co has been busy constructing many buildings, which gives the appearance of travelling through McDonaalstown and Erskineville. Lack of space is the reason for this type of construction - no half acre blocks around the station area. Business may pick up again, now that all the team appear to be back on their feet. I hear this business of growing old has its drawbacks - so all you younger ones be warned.

There is a strong chance that buildings will appear on the main station after all the years that passengers and staff have had to scramble over the tracks and wait on unsheltered platforms with no conveniences, not even a tree in sight - no wonder people prefer other means of transport!

It has been mentioned that some form of sequence operating will be introduced when the Branch finally becomes a working fact. Tail-chasing will then give way to more prototypical operation. Operators will need to know more about procedures and read and follow any instructions that are placed on the operating panels.

It has been mentioned before in these notes that the functioning or control of a loco using three rail or stud is different from two rail. It should be noted that a three rail loco if travelling chimney first when turned, will still travel chimney first - unlike a two rail loco which would travel in the reverse direction.

Norm Read

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HAWKESBURY LAYOUT

Hawkesbury layout has once again been erected in the main hall after having been to the October Exhibition, and will generally be available for members' use on programmed layout operation sessions.

The main control panel has been equipped with two electrical sockets suitable for plugging in the Club project walkaround controllers, so if you are looking for a continuous test track to try them out, have a go. Thanks to Glenn Killham for most of the installation work. The wiring of these plugs is as follows (a suitable four-pin plug is Dick Smith Catalogue No P-3120):  
Controlled d.c. output to track  
(red and black wires)

PLUG



18 V a.c. input  
(green and white wires)

The wire colours are recommended if using Branch supplied multicore cable.

To use these inputs requires the correct selection of two switches; firstly, the down position, and, secondly, the toggle switch next to the socket to the up position. Note that this is a three-position switch, down for the bottom controller, and off in the middle position.

To set the old record going again, outstanding projects on the layout are as follows:

- 1 Motorisation of the three crossovers
- 2 Completion of the signalling system
- 3 Scenery upgrading
- 4 'Electrification' of the mainline and a new one
- 5 Additional storage tracks just behind the main control panel

The future of the layout requires consideration, as it has now been seen at most Sydney exhibitions and, apart from possibly going to the country (Tamworth maybe?), we will have to decide whether to keep and store, or scrap. If you get the chance, please let me or other committeemen know of your suggestions on the subject.

Bruce Norton

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N GAUGE

At our Exhibition in October at Liverpool we were invited to exhibit our N gauge layout, complete with modules, at the Sydney N Gauge Model Railway Club's Exhibition. This Exhibition was organised for 24 and 25 November at the Port Hacking High School auditorium. Unfortunately attendance at this exhibition was not as good as would have been expected as this was the first model railway exhibition held in this area. There were 10 operating layouts, one commercial stand, a secondhand stall and Wall Plaques International. Due to the short notice that we had for this exhibition, we were unable to include any information about it in the last issue of 'Smoke Signals'.

A marked improvement in our overall presentation was brought about by the fact that more members recently purchased AMRA coats, and for those operators who did not have a coat, we had five AMRA coats available for them to wear. This meant that all people working in and around the layout were obviously official members of AMRA.

David Bennett

The N gauge guessing competition layout was very successful at the AMRA Exhibition, with in excess of 1100 tickets sold. During the time tickets were sold, much information was given out on how certain parts of the layout were made. A family in Lurnea won the layout, and their four young children were very pleased. Thank you to all persons involved in building of the layout and selling of tickets for the layout. Special thanks to David Bennett who was involved in every part of the layout, which included transporting it to the Exhibition and delivery to the winner.

Final touch-ups and repairs are being made to the N gauge layout in preparation for the Port Hacking High School Exhibition in which the main layout, the fiddle yard and the normal four modules (where are all the others??) will be set up and running for the weekend.

Keith Cooper

\*\*\*\*\*

WALL LAYOUT

Sadly there has been a complete cessation of work on the wall layout in the last three months as I have hardly set foot inside the Clubrooms during that time. Unfortunately a combination of lack of time and a growing interest in modelling branch lines has resulted in my enthusiasm for working on a model of a multi-track semi-urban mainline being at an all time low.

With this in mind, I have decided that it would be far better if I stood aside as layout supervisor and handed over to someone more involved



in the day to day running of the layout. Volunteers please form a queue on the left! Hopefully the new layout supervisor will have something to report in the next issue.

However, I will not be abandoning the layout altogether and I will be attempting to finish the warehouse at least by the next report.

James McInerney

\*\*\*\*\*

### 1984 MODELLING COMPETITION

There were enough entries in the final modelling competition for 1984, held on Saturday 20 October, to allow two categories to be contested. There were six entries from three members, and the categories contested were kit-based locomotives and kit-built rolling stock.

In the rolling stock section, Dave Bennett entered a Casula Hobbies LHO brake van in candy colours to HO scale and Martin Heald entered two N scale Friedmont MHG brake vans painted in NSWGR red.

In the locomotive section, Philip Morgan entered an improved Lima 38 and an 81 class, scratchbuilt body on an Athearn chassis, both in HO. Martin Heald entered in RTR N scale brass 442 as a joke and actually fooled me until I took a close look at it!

### Results of the Modelling Competition

#### Kit-based Locomotives

1st	Philip Morgan	HO 81 class
2nd	Philip Morgan	HO 38 class
3rd	Martin Heald	N 442 class

#### Kit-based Rolling Stock

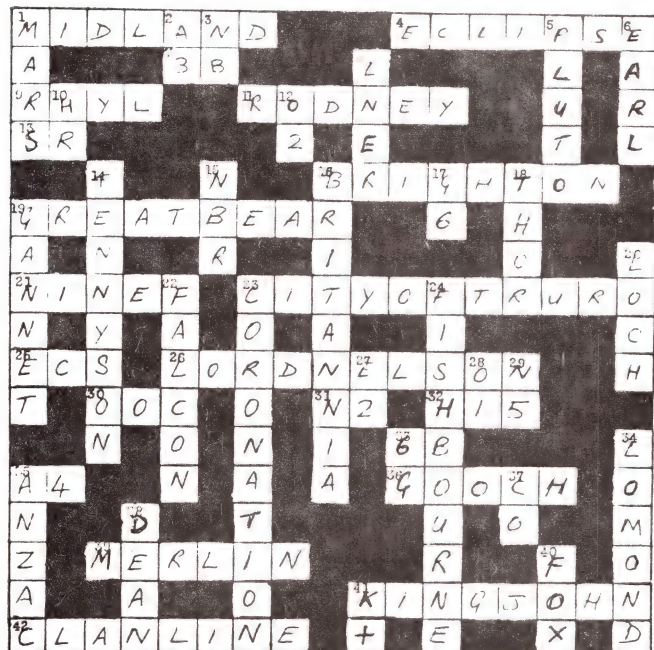
1st	Dave Bennett	HO LHO Passenger Brake Van
2nd	Martin Heald	N MHG Goods Brake Van
3rd	Martin Heald	N MHG Goods Brake Van

#### Final Position in point score for 1984 Modelling Competition

1st	Dave Bennett	13 points
2nd	Philip Morgan	11 points
3rd	Martin Heald	6 points

#####

## CROSSWORD SOLUTION



4th	Eric Laurie	6 points
5th	Lindsay Bell	2 points
6th	Ross Stell	1 point
	Bruce Norton	1 point

The positions for Eric and Martin decided on a count back of positions, i.e. Martin scored a second and two thirds, while Eric scored a second and one third.

Modeller of the Year  
Junior Modeller of the Year

Dave Bennett  
Lindsay Bell

Overall, this year's competition was a little disappointing with only a small number of regulars entering. Surely there are more than seven members of AMRA NSW Branch, besides myself, who are building models. The other noticeable poor feature was the abysmal level of research displayed by the majority of entrants. In the most recent competition, all three of the rolling stock entries were finished in the incorrect paint style for the type of vehicle modelled.

However, there were some encouraging facets of this year's competition; the main one being the improvement displayed by the models entered by Philip Morgan. It is nice to think that someone at least is listening to my comments! Philip is already a good modeller and if he continues to improve at his current rate, then he is going to become an exceptional modeller. Lindsay Bell is also displaying a lot of potential, just keep practicing mate!

James McInerney

\*\*\*\*\*

### BRANCH LIBRARY NOTES

Several volumes of Australian Model Railway Magazine and Railway Modeller have been bound by Dave Bennett. I would express the appreciation of the members to David for this contribution to the Association's growing facilities.

I would also remind members that library user cards are available at the low cost of \$2 per annum - most of the current library cards are now due for renewal.

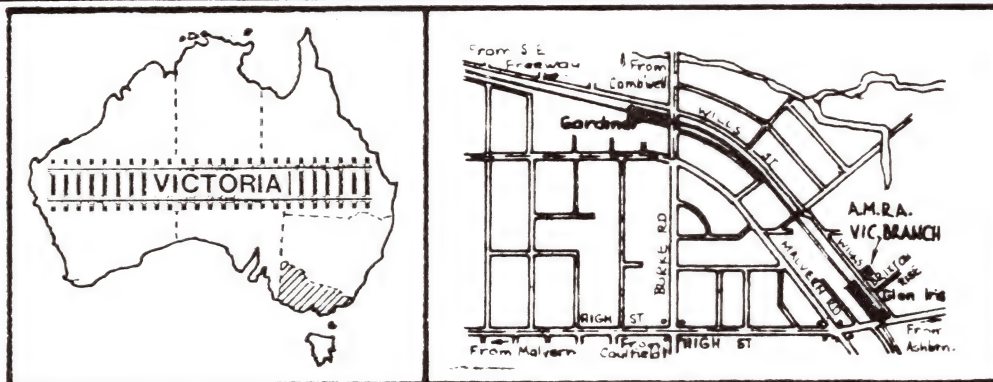
Bob Wardrop  
Librarian

Check yourself against the ratings to see if further studies are required.

POSITION	NUMBER OF CORRECT CLUES
Cleaner	0-7
Passed Cleaner	8-14
Fireman	15-21
Passed Fireman	22-28
Driver	29-35
Shed Foreman	36-41
Locomotive Inspector	42-48
Chief Mechanical Engineer	49

HOW DID YOU DO?





### PRESIDENT'S MESSAGE

At the Christmas meeting I had the pleasure of presenting awards to Victorian members for outstanding service to the Association.

The first presentation was the Federal Committee of Management recognition called the Meritorious Award. The 1984 Award was made to Roger Lloyd for his leadership as Victorian President, his dedication to the production of Journal, firstly as Co-ordinating Editor working with the late Gordon Duncan printing Journal and latterly with the time consuming investigation of schemes to improve the standard of Journal and the printing of Journal in the new format.

He has been a tireless worker on the Club layout - working on station control panels and the drivers' indication board.

Congratulations Roger.

The second presentation was a Branch recognition called the President's Award. This year the Award was made to Bob Marsden for his untiring efforts to further the Branch. I thank Bob for his assistance at working bees, maintaining the Clubrooms' front garden, working on the Club layout, assisting with the printing and collating of Journal, staffing the Club displays at country venues and his ever readiness to volunteer his services.

Congratulations Bob.

On Sunday 24 February 1985 the Clubrooms are the venue for an open day. All known kindred organisations have been invited to join us. The exchange of ideas can be made between Club members with new friendships being established. The Club layout will be operating. Please avail yourself of this opportunity to meet many railway modellers.

John Treseder

\*\*\*\*\*

### GENERAL NEWS

November's meeting found us tripping around Europe vicariously courtesy the President's mystery night. Jack Treseder turned on a slide night showing what you can do with a Eurail Pass in 18 days. Can't read all the names I wrote in the dark, but I can decipher Paris, Copenhagen, Stockholm, Oslo, Loire, Milan, Geneva, Lausanne, Nice, Monte Carlo, Monaco, Navarre, La Charite, others I can't read and not necessarily in that order.

#### Competition Results

##### Photographic Competition - Model Station

Print - R Lloyd	Hurstville	85 points
Slide - J Harry	Blayney	80 points

##### Modelling Competition - Australian Produced Kit

The best competition for ages, and an excellent standard, resulting in a triple dead heat.

J Eagles	NSW LGH van	94 points
J McClure	VR U van	
W Secker	VR T van	

Two other entries were awarded 93 and 90 points.

December meeting was Christmas meeting, and there was no syllabus item.

#### Competition Results

##### Photographic Competition - Prototype Turntable

Slide - J Harry

Modelling Competition - in contrast to last month's battle, there were no models presented for judging!

The MODRAIL layout had another airing at Sunbury Exhibition this time - thanks to Graham Nitz, Rob Blackley, David Brown, Bob Marsden and son. The report was that it was an excellent exhibition, with mostly smaller layouts, many from the Sunbury Model Railway Club. Next trip is to Corio for Australia Day weekend in January.

The Club shirts have come to hand and look very elegant. Tim Dunlop has passed on a laundering note - wash in cold water and add a tablespoon of vinegar to the rinse water for colourfastness.

Saturday 24 November was the occasion of a tour around four layouts of the Ivanhoe group. About 20 visitors did the rounds, including Barney Brownbill over from Adelaide. I was chided for missing mentioning that he was at our August meeting. Sorry mate! Thanks to Alan Blessley, Doug Lees, Bob Smith and Wal Stuchberry for making their layouts available. Hopefully, similar excursions to other parts of the City can be arranged in due course.

The extension to the Clubrooms is completed, and the working bee to clean up and move in was well attended. Thanks to the 15 willing slaves.

Don't forget the Camberwell Exhibition on 8-11 March. There is still plenty of room on the roster sheet for volunteers.

And don't forget open day and BBQ on Sunday 24 February at 11 am.

Ron Thomas

\*\*\*\*\*

### AMRA REUNION

In conjunction with the 1985 Exhibition at the Camberwell Civic Centre, the Victorian Branch of AMRA is holding a reunion for interstate, country and former members. The reunion will be on Sunday 10 March 1985 from 2 to 4 pm - just make yourself known at the AMRA Information Stand at the Exhibition.

\*\*\*\*\*

### W A N T E D

A good home for some British Model Railway Magazines - Railway Modeller 1968 to 1978, most years complete. Various Model Railway Constructors 1962 to 1970, plus a selection of British railway magazines from the same period.

Also, anyone interested in acquiring copies of the Australian magazine, Railway Transportation, 1956 to 1972, most years complete.

See me at the Monthly Meeting, or telephone (03) 367 6203 (H) - Geoff Brown.

\*\*\*\*\*



## LIBRARY NOTES

I mentioned last issue that we had received by donation a copy of the admirable Electronics for Model Railways, by Ken Stone. I should certainly have made it clear that the donation was from Ken himself. Thank you Ken.

Three pretty picture books - this time for English enthusiasts. I got them cheap, and I'm never one to knock back a bargain. I sound as though I'm apologising for them, which is far from the truth. They're good collections of good photographs, with excellent captions. Alan Williams' Southern Electric Album ranges from 1928 to the second half of the 70s, and is in effect a history of the development of the machines during that period, a period in which they are claimed to have virtually opened up southern England to the railway.

Double-Headed Trains, 1-South, by Derek Cross, doesn't set out to be a history, just an idiosyncratic collection, defying classification, and also defying what he calls 'the invariable law that the more interesting the combination the worse the weather at the time'. Good fun.

LNWR Miscellany, Vol 2 is just that, with photos old and new, good and bad, but all well captioned in an informative and gossipy way. A collection of photographs of badly loaded wagons, for instance, could give modellers something to think about. How about a group of (lady) engine cleaners posed beside a very clean engine for a photograph?

Closer to home is another picture book, this time with a running thread of story; the story being the history of The Railways of Australia. Stephen Brooke is the author, and the publisher is Dreamweave Books. Most lavishly illustrated, with some colour in the first few pages - more or less in the present style of film making, these run to six double-page spreads and a single page photo before you reach the title page. A very nice book, a handsome present for a rail fan, but raising a quiet question, is another of these really necessary?

The real beauty of this batch, though, is a hefty A4 paperback with the rather clumsy, if descriptive and accurate, title of A History of Railways and Tramways on Tasmania's West Coast. The author is Lou Rae, and it appears to have been privately published. He claims that his interest was sparked by walking the abandoned and overgrown formations; that interest must have grown to an obsession, for the massive research job that this book must have entailed. The story is told of some 30 or 40 railways or

tramways, from conception to abandonment, of incredible hardships and unmeasured wealth. He is no stylist, but the stories, often retold from old-timers' yarns, carry themselves. Photographs abound, from a variety of sources, including the author's own collection.

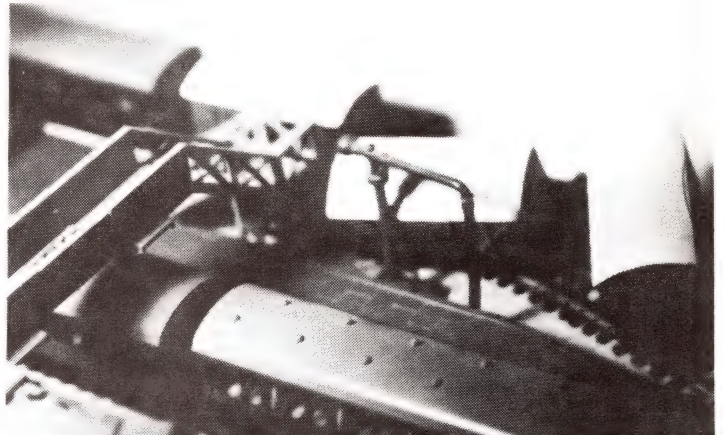
You narrow gauge fiends. Desert the East Broad Top and other foreign places. You'll not find a more fascinating place to model than the West Coast of Tasmania. There are lines there of every possible gauge, and locomotives ranging from the very first ever Beyer-Garratt through other versions to the ASG; there are Shays of assorted sizes, and an absolute flock of little fellows, of which 'Wee George Wood' is probably the most famous. Go to it!

Brian Southwell  
Librarian

\*\*\*\*\*

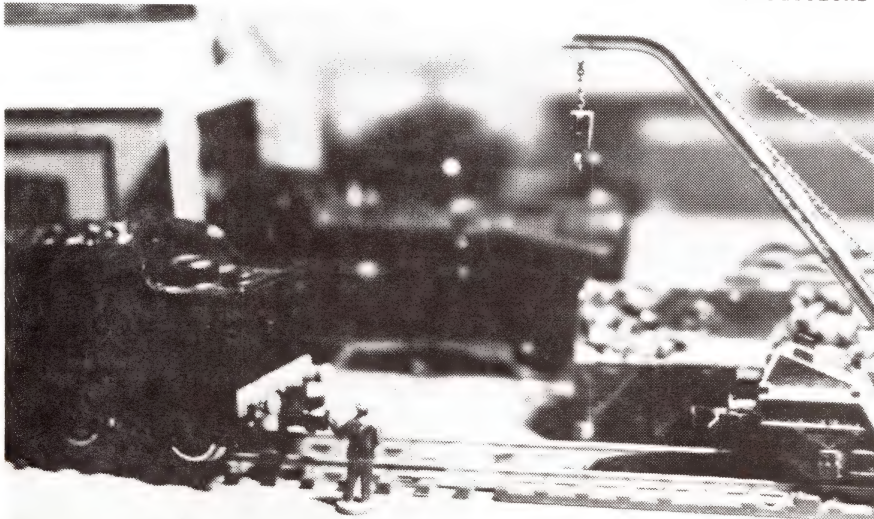
## WILL YE NO' COME BACK AGAIN?

Victorian Branch's sophisticated, cosmopolitan transgauge trans-system running was in a state of fluctuating tizz in the weeks leading up to Saturday 13 October 1984. This was because of the impending nuptials of Manfred Ebinger and the exciting nee Carmen Gauci. Journal's most able house-staff have wished this delightful couple well, but unfortunately pictorial cover of the whole drama arrived too late for inclusion in that issue.



Perhaps a classic combination of weight of train and excess loco energy brought this about. The breakdown train will have to move to this disaster when the loco is back on the rails.

Its steam spent, Fred's runaway loco arrived at the 'wood' with just enough jolt to derail its tender. The breakdown train crew awaits his instructions.







Manfred and Carmen Ebinger shown leaving the church after being 'coupled up'.

Photo by Frank Sheeran

\*\*\*\*\*

Our man on the spot reports that the Groom did get the best-man to church on time - but, ever shy, he hid behind the bride during the photographic session. Nevertheless it must have been a close go - Manfred was dressing the groomsman in the car park when we arrived. It was a friendly service. Such was the beauty of the bride that it is believed all the railway people sat on the side reserved for friends of the bride. (You'd better watch 'em, Fred.)

With the wedding comfortably over, the time has come when we should give some thought to the 'professional' stature of our newly acquired family-man. For many years Fred has been a devotee of Train Game, an exercise of mind and manual dexterity at the controls of a branch line scheduled for 'axing' if the 'corruptable' station master (the branch terminal operator), can get his yard clear of stock. The operator is allowed train or loco movements according to the score he throws on the die. Before each throw he must draw a card - some good news, some bad news, like 'Community Chest' or 'Chance' in Monopoly, save that the 'news' comes in railway terms.

Of course, the best-man, Graham Stockfeld, and Conspirator-at-Large, Graham Nitz, were quick to see value in a farewell railway toast for our bachelor boy. Reasonable, too, under the circumstances, that host, Frank Sheeran, saw fit to introduce extra traffic instructions by 'railway telegram' every time the luckless lad threw a three. Poor Fred, he drew the card for a runaway locomotive, which involves all sorts of hassles down the line, including, in this case, the working of a breakdown train into a very crowded yard.

Meanwhile, impatient female toes were tapping downstairs and the clock ticked remorselessly on until Fred's controller looked like turning into a pumpkin. Then it came. Kerrunch! Master of scale speed, the impeccable exhibition operator whose deft hand has brought life to many a layout - our Fred - came to grief while backing stock into the parcels bay. A classic combination of weight of train and excess loco energy.

"Leave it as it is", he cried, as he rushed downstairs to his waiting bride-to-be, "I'll come back and finish it".

Since then the dust of the passing weeks has settled on the scene. Rule 13 concerning the working of a breakdown train to a derailment awaits his attention. What ails the lad?

Fred, Will ye no' come back again?

Horatio Elvolte D'laflange

## PS The Saga of Fred Continues

At the next operating day at Glen Iris, picture Fred driving the UP Pullman, running terribly late, and exceeding the ton to make up lost time. Guess what?

\*\*\*\*\*

## FACES AROUND THE BRANCH



Robert Blackley is always around when heavy work needs to be done.

Photo by Roger Lloyd

\*\*\*\*\*

## BUYER'S GUIDE

Fybren Models has sent me a price list which includes the following:

- . Dapol locomotives and wagons OO scale
- . Cooper Craft wagon kits and lineside series kits
- . Kean Maygib wheel sets, including loco driving wheels

All these are available from Fyfe Thorpe's Hobbycraft-Barwoods in East Kew. Fyfe also informs me that he has a large range of tools and drills.

Roger Lloyd

\*\*\*\*\*

## PROGRAM

### FEBRUARY

- |    |      |   |
|----|------|---|
| 3  | Sun  | Operating Day - 2 pm - Club UK Stock  |
| 14 | Thur | GM - Guest Speaker - Prototype Railways Model - Open - Standard Categories Photo - Prototype Point/Signal Lever Frame |
| 17 | Sun  | Working Bee - 10 am   |
| 23 | Sat  | Layout Visits - 1 pm  |
| 24 | Sun  | Open Day - 11 am - BBQ lunch  |

### MARCH

- |    |      |   |
|----|------|---|
| 3  | Sun  | Operating Day - 2 pm - Club Australian Stock  |
| 8- | Fri- | Exhibition - Camberwell Civic Centre  |
| 11 | Mon  |   |
| 14 | Thur |   |
|    |      | GM - Hints, Tips and Queries Model - Australian Produced Kit Photo - Model Point/Signal Lever Frame |
| 31 | Sun  | Running Day - 2 pm - your equipment   |



APRIL

7 Sun Operating Day - 2 pm - Club USA Stock  
 11 Thur GM - Gueat Speaker - Model Railway  
 Painting  
 Model - Open - Standard Categories  
 Photo - Prototype Locomotive in Steam  
 28 Sun Running Day - 2 pm - your equipment

MAY

5 Sun Operating Day - 2 pm - Club UK Stock  
 9 Thur GM - Film Night ARHS  
 Committee nominations close at 9 pm  
 Model - Australian Produced Kit  
 Photo - Model Steam Locomotive  
 19 Sun Working Bee - 10 am  
 26 Sun Running Day - 2 pm - your equipment

JUNE

2 Sun Operating Day - 2 pm - Club Australian  
 Stock  
 13 Thur Annual General Meeting  
 Presentation of Awards  
 Model - Open - Standard Categories  
 Photo - Prototype Railway Breakdown  
 Crane  
 30 Sun Running Day - 2 pm - your equipment

JULY

7 Sun Operating Day - 2 pm - Club USA Stock  
 11 Thur GM - Auction Night  
 Items to be in lots by 7.50 pm  
 Model - Australian Produced Kit  
 Photo - Model Railway Breakdown Crane  
 28 Sun Running Day - 2 pm - your equipment

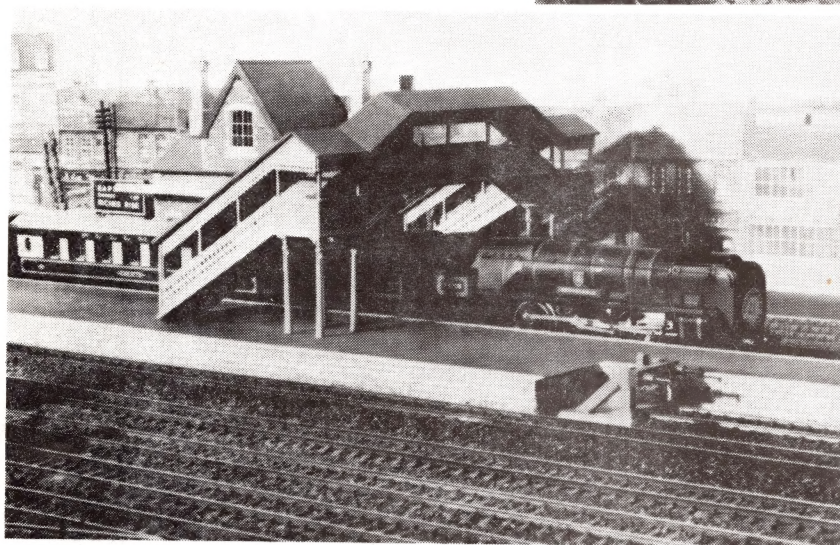
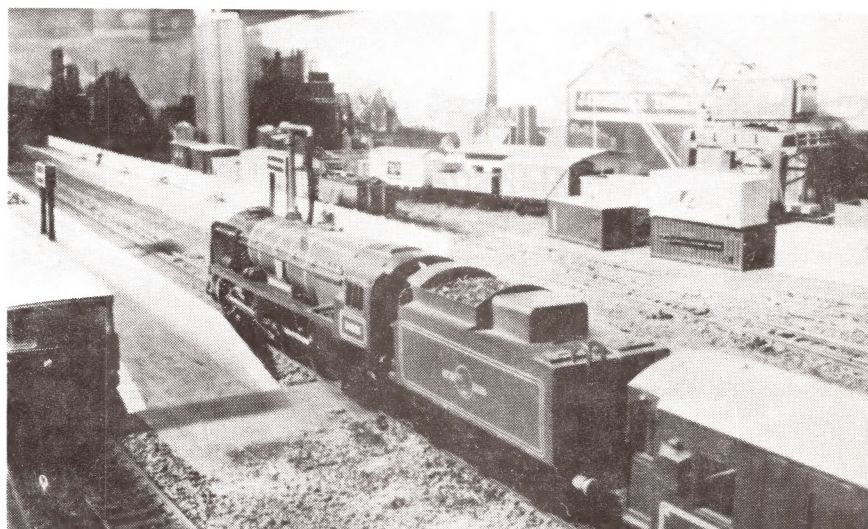
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A NOTABLE ANNIVERSARY

Wednesday 28 November was the occasion of a gathering at the establishment of Stuart Westerman to celebrate 21 years of development and operation of the Mousehaven Railway Company. Eighteen staff and visitors assisted the Managing Director and shareholders with the festivities, highlighted by a ceremonial run of the first train to grace the layout - the 'Brighton Belle' Pullman. Older members may remember an article on the development of Mousehaven in earlier Journals. Stuart is considering (threatening?) writing an update. Congratulations on achieving this milestone, Stuart and may the next 21 years bring as much enjoyment!

The 21st anniversary special slows down as it approaches Westmere.

Photo by Roger Lloyd



The 21st anniversary special passes through Rapstown on the Mousehaven Railway.

Many past and present AMRA members feature on the Mousehaven Railway Company's appreciation board, including Alan Porter, now of WA Branch, Ray Brownbill in SA and Jim Scott, now resident in the UK.





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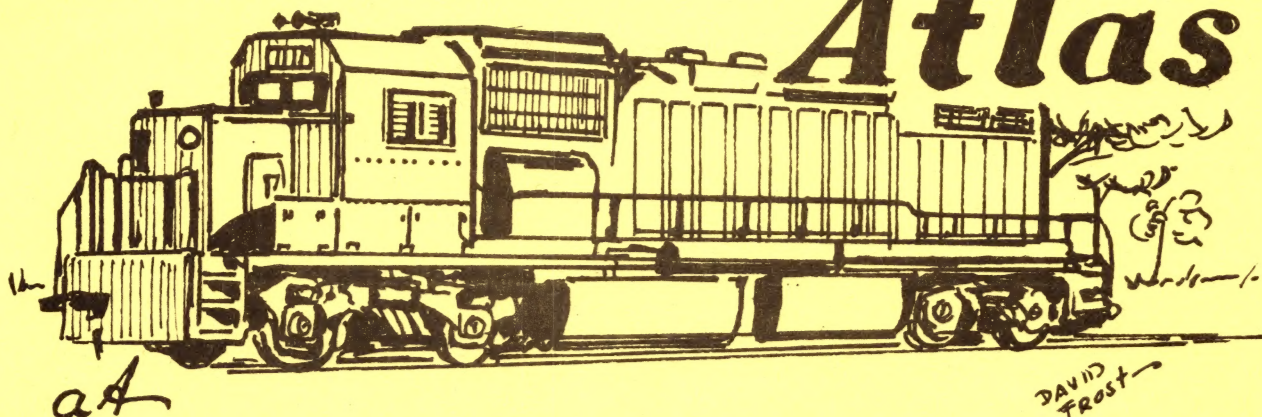


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mainly HO/OO

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9721 HO/OO Extended Axles for outside frames .....	Each	\$1.50
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